Introduction - The Gravcore Project

The following book is a constructive look at new solutions for dealing with climate change and a quest to find Artificial Gravity.

What can we do? What will we do?

This book encompasses 20 years of unconventional, God inspired, research and development. Of the 95 Prototypes and 60 support inventions tested, the quest goes on to produce the desired result of artificial gravity (AG). If we are going to succeed in tackling climate change we are going to need a new energy source prime mover and a new way of thinking.

Basically we will look at the crux of the problem, the numbers, then a logical approach to what needs to be done and where we stand regarding the solutions. We will look at links to video files as well as diagrams with explanations.

I would like to take this time to Thank the Lord. For all His provision and plethora of ideas to explore and expand my mind and imagination about energy generation.

Psalm 32:8 “I will instruct you and teach you in the way which you should go; I will counsel you with My eye upon you.”

Jeremiah 33:3 “Call to Me and I will answer you, and I will tell you great and mighty things, which you do not know”, says the Lord

Chapter 1 The Beginning

The journey started in 2003. Globally, news was peppered with the issues regarding the depleted area of the ozone layer. The ozone layer is in the stratosphere and spans a 40 km zone, 10 to 50 kilometers in altitude. A healthy ozone concentration is measured at 300 DU(Dobson units). The measurement of the Dobson unit is the amount of ozone in a meter square column of air. 1 DU = 0.01mm. Gordon. M. B. Dobson was a British physicist and meteorologist. He was a pioneer in ozone research.

Currently the depleted zone is sealed over the Antarctic in the southern hemisphere. 220DU is the base line number and was the lowest concentration prior to 1979. However, much lower concentrations have been measured since then.

Almost two third's of the ozone, in this depleted zone, has been destroyed by man made chemicals known as Chlorine and Bromine atoms. When they come into contact with ozone (O3) in the stratosphere, they destroy ozone molecules. Ozone can be destroyed more quickly than it is naturally created at a ratio of 80:1 and this is why Mother nature needs our help.

Some compounds release chlorine or bromine when they are exposed to intense UV light in the stratosphere. Man made compounds (eg. Chlorofluorocarbons CFC, Hydrochlorofluorocarbons HCFC, etc) release chlorine and contribute to ozone depletion, and are called ozone-depleting substances (ODS). Ozone is an O3 molecule, the problem is that the O3 ozone molecule is split into O1 and O2 or 3 – O1 molecules. They soon attach to other more stable molecules and the building blocks of three oxygen molecules (Ozone) are wasted.

Ozone is naturally created by lightning and is unstable. The ozone layer helps to block harmful radiation from the sun from entering our atmosphere and heating or burning the planet.

There is much much more to know about ozone and the ozone layer. For more on ozone and its common uses see: https://www.ozonesolutions.com/ozonepdf/Definitive-Guide-1.pdf

I simply got on my knees and asked God, what could I do? I woke up the next morning with ideas and have been building artificial gravity generators ever since.

I envision artificial gravity generators as a prime mover that can do more than just help seal the ozone layer. The generators could be a way to remove the stored nuclear toxic waste from the planet, that human reason will allow. They could make possible zero carbon foot print energy devices that can power existing CO2 capture from the air machines. In addition we can retrofit most, if not all fossil fuel prime movers to this new clean technology. A new way to push pistons in an engine for example, without emissions, no longer burning our precious oxygen and no longer producing unintended heat.

The artificial gravity generators are based on centrifugal force which obeys the inverse square law. Every time you double the generators revolutions per minute (RPM) you quadruple the output of the device.

Relative Centrifugal Force Formula

RCF = 1.1178 x Radius(mm) x (RPM/1000)^2

RCF = 1.1178 x 200 x (2000/1000)^2 = 894.24 Newtons

4000 rpm = 3576.96 Newtons, 8000 rpm = 14307.84 Newtons, 16,000 rpm = 57231.36 Newtons

As you can see from the formula, even if we can extract 5% of this power source we would have all the power an energy dependent world would ever need. 128,000 newtons is all we need to replace fuel in an engine, to push a piston. Let's calculate to show how I derived at that number. Force = Pressure times Area. Please feel free to calculate in any increments if you like.

F = P x A = 2500psi x Area of the top of the piston. Area = Pi X R^2 = piston is 3.84 inches in

diameter. 3.84/2 = 1.92^2 X Pi = 11.58 inches square. Area of the piston = 11.58 sq inches.

F = 2500psi x 11.58 = 28,952.91lb force. Converted to Newtons = 128,788.95 Newtons of force to push this piston the same way 2500 psi of an explosive fuel would move it. This piston is a good size piston. Most I4, V6 and V8 engines have a similar size piston.

We will also calculate for the volume of the generator. The RCF result only points to one cubic millimeter of the circumference of the radius of the potential difference. We have a radius of 200mm so lets calculate the circumference pi d = 3.14 x 200 = 628mm. We can then multiply by the thickness of the gauge of wire 14 ga is 2.08 mm^2. So we can now get the volume 628 times 2.08 = 1306.24 mm^3 this would be our physical volume and now we can multiple by the RCF factor of 894.24 at 2000 rpm = 1,168,092 Newtons of force, all in balance and symmetrical.

Let's look at 8000 rpm, same generator 1306.24 x 14307.84 = 18,689,472 Newtons total.

This is for a generator rotating at 8000 rpm with a 14ga wire at 200mm radius charged with RCF.

I call it an artificial gravity generator because gravity obeys the inverse square law. Inverse square could be defined as doubling one parameter and effecting the result times four. You could claim acceleration and deceleration as cousin forces as they obey the inverse square law as well.

With the proper use of this technology, in theory it will be possible to make a thruster that will emulate gravity. We could also configure it to be a shield and block gravity. Everything above the gravity shield would be weightless and render any focused mass irrelevant.

Chapter 2 Finances and a plan

The following is a look at a business plan model to finance such a large undertaking.

Taking a page out of James Watt's business plan. James Watt (1736 - 1819) was an inventor and business man but was a fair man, not a greedy person. He is best known for designing a condenser for the old, very large steam engines of his day. The condenser allowed the units to be made smaller, portable, and very usable for the average person who needed a machine for milling or any rotary motion. He cornered the market with his patent and only charged the factories etc 30% of what they would save on labour otherwise. This made it affordable for many people and made him rich. His name is used in our power systems of today as a unit of energy called the Watt.

My search is for a centrifugal force machine to revolutionize the energy industry. The best place to start would be in modifying the average vehicle such as a car or truck.

Once we succeed in building a thruster of sorts, we can take this force and use it to push pistons in an engine, replacing the fuel system with a self supporting system. We will look at in greater depth later in this book.

The retro fit would need to be done by a licensed auto shop and would cost about $5,000.00 + $1,000.00 for an auto transmission controller if needed. This would have your vehicle modified and ready to go no longer requiring fuel, and have no emissions. The shop can only claim cost with a reasonable profit margin. Gravcore would make it's money on licensing to manufacturer's, the equipment parts.

The technology is scalable so any piston engine could be retrofitted. This would include gensets for power substations. This creates jobs for the next 20 years and we get away from fossil fuels altogether. Sounds idealistic you say? I see no other way to go forward.

I had a dream one night that the Holy Spirit and I went to visit a powerful and affluent man. He had many letters after his name and may have been a professor at an university. He had more money than he could count and assistants at a finger's snap. The scene was a warm room maybe a reading room. The gentleman was sitting in a recliner that had a side pouch which had papers in it. He was wearing a robe and smoking a pipe as the fireplace crackled. As he read his paper the Holy Spirit asked him to build, .*x*. and gave him an idea. He relaxed his arm as his eyes moved away from his paper. He removed the pipe from his mouth and said to himself "It will not work" He put the pipe back in his mouth and continued reading his paper, not giving it another thought. All that he had at his disposal was made useless in one decision. The Holy Spirit asked him to build something, not if it would work or not.

I have little money and not much for education. God shares his ideas with me because when He asks me to build something I do not question it. I am not smart enough to know if it will work or not and God did not ask me if I thought it would work or not anyway. He just asked me to build it. God helps me work on these projects. One time I needed six free standing coils for the gen 16 design. I inquired to an Aerospace company on how much it would cost to have them built. The quote was $3,000.00 dollars each for a total of $18,000 dollars. I don't have that kind of money for something that is just an experiment. I prayed about it and God showed me how to build all six coils, for $180.00 and although they were not perfect, they still produced a 95% result.
With the Lord helping me build these devices, He teaches me. I know that it is a divine calling for me to do this work. Results or no results each step has taught me something. I have built 95 prototypes and it is only now that I see possibly why none of them worked. What does this mean you ask? It means the journey continues and I still have faith that the next design is going to be the one that works, as I take into account all I have learned from day one.

All of the first 95 prototypes have been based on one factor of light speed electricity. Micheal Faraday invented electricity and even until today the same premise has been implemented. One constant of light speed free electron velocity, for lack of a better term. The speed of light in a vacuum is 300,000 km/sec, although electron velocity only travels about 3,000 km/sec through a set of wires. That is as fast it can go due to electrical characteristics like resistance, inductance, capacitance and temperature. The free electron flows may just be moving too fast, therefore I have ideas for a free electron tank and pump to control the velocity of the free electrons. No one has ever tried such experiments, that I can find reference too. The theory of slowing down the free electron flow, opens a new field in electrical theory, as much as I can tell. More may be possible with such thinking. You say that all sounds like conjecture, but I know of no other way to explain the idea. I have been able to construct two devices to prove this theory but no artificial gravity yet. I do still have many more experiments to run when I get the money for a shop.
I have not met a person who did not think I was off the charts crazy, but hold your opinion until you see the logic in the designs and the stages which took them to where they are today.
If you see something or you are inspired to build something from the devices I am going to show you, maybe you see another application, I ask that you just pay it forward in helping the planet and mankind.

Chapter 3 Forces

Before we get into some of the inventions, ideas and concepts tested. I would like to share the encouragement the Lord has shown me to keep me believing. In the early days I scoured and searched the web to see what else is out there as far as artificial gravity goes and to see if there was any infomation on mixing centrifugal force electrically. I had my own computer networking corporation at the time which helped me qualify to become a member of IEEE. I had access to more than one database for my research. Most searches came up empty. One page I followed, led me to “Einstein's effort toward Unification of forces”, basically, theories about the combination of four fundamental forces to make one super force.

Gravcore is looking at combining two forces: Relative centrifugal force (rcf) and Electro motive force (emf).

Since centrifugal force can be used to counter gravity's effects, but reciprocal in nature, RCF and EMF can be made at will and virtually at any intensity. I am making a supposition that centrifugal force and gravity are related because they obey the inverse square law. Although my critics say RCF is not a real force like gravity, I beg to differ since the clothes in my spin cycle come out almost dry. Both forces have a drag coefficient on every mass and go through every mass regardless of temperature or physical state. Again acceleration and deceleration also fit in this category. All can be calculated and precisely predicted.

The following looks at a site out of Cornell University called www.arxiv.org where I searched extensively for centrifugal force capture machines.

The closest I could find were papers with regard to gravity and electro magnetism:

“On theory for nominal Gravitation- electromagnetic coupling”

“A connection between gravitation and electro magnetism”

“Gravitation and electro magnetism: Correlation and Grand unification”

“Gravitation and electro magnetism I and II”

“On the unification of gravitational and electromagnetic fields”

“Gravitation and electro magnetism”

“On Gravitation and Electromagnetic unification”

There are many many more papers that follow this line of thinking with regard to combining two forces. The subject matter is very encouraging as there other people in the world that think about combining two forces as I do. It is papers like these that give me the encouragement to go on. I also get encouragement from the basic operation of my prototypes as they do somewhat function.

Chapter 5 The Early Designs

Feb 12, 2003 The first design was a wheel with capacitors mounted onto magnets. It was a bad attempt but put the bug in my ear regarding centrifugal force potential difference. The second design is going off of a planetary system with four modified fan motors to capture the rcf. It was great for teaching me about adding and subtracting rcf values, again looking at rcf potential difference.

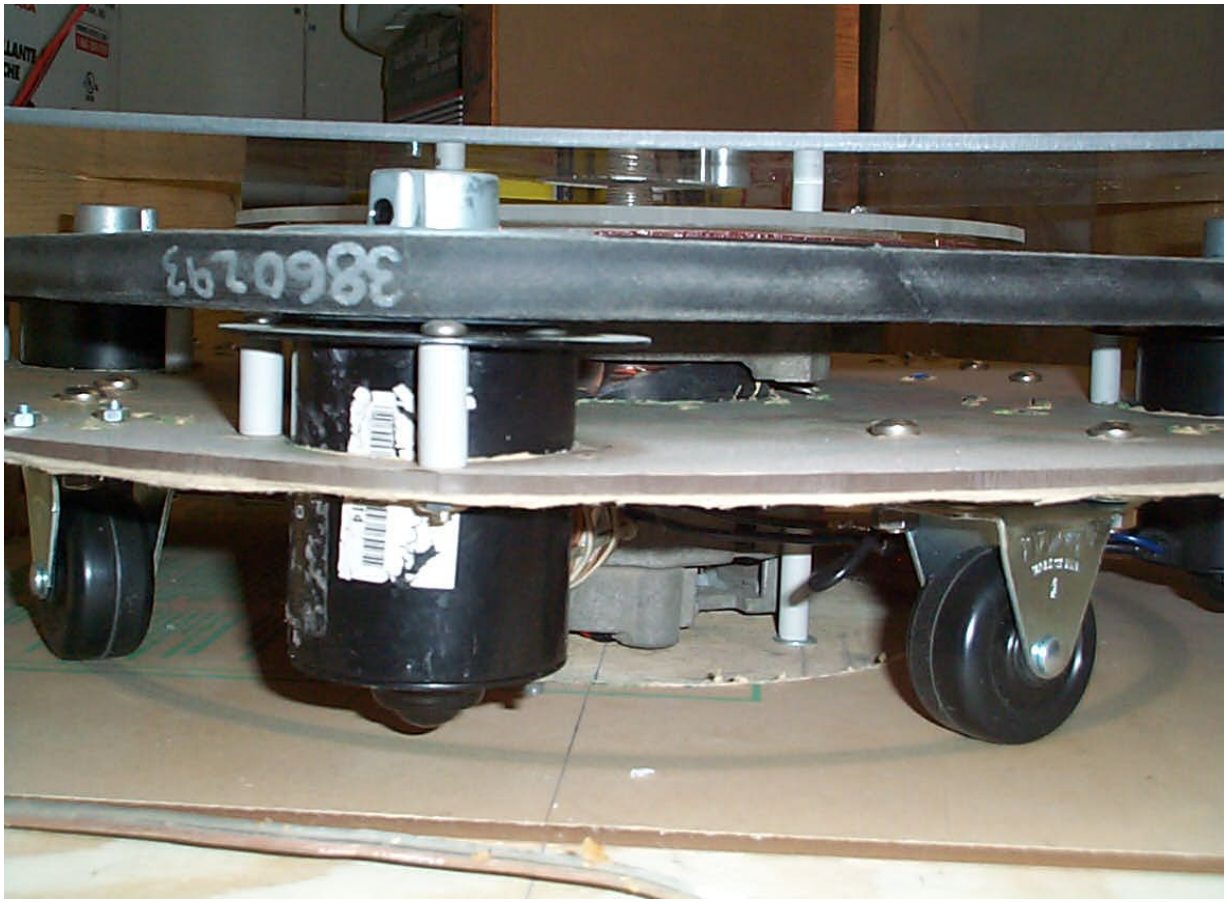


Fig 1

Here is a side view of the unit. The support castors, generators and how they tie to the rotor. The unit was driven by a hand drill tied to a shaft that fit into the hex of the alternator shaft. This unit did create centrifugal force as it was rotating and the planetary motors rotated, at a

much faster rate. I tied the coils from the generators through the rotor of the alternator and out via the slip rings. This was just one example of many different types and sizes I built and although they functioned and rotated producing rcf, they were not able to export the forces present in each of the generators.

The following is the complete unit to show that I can take an idea and go with it until a device is completed.

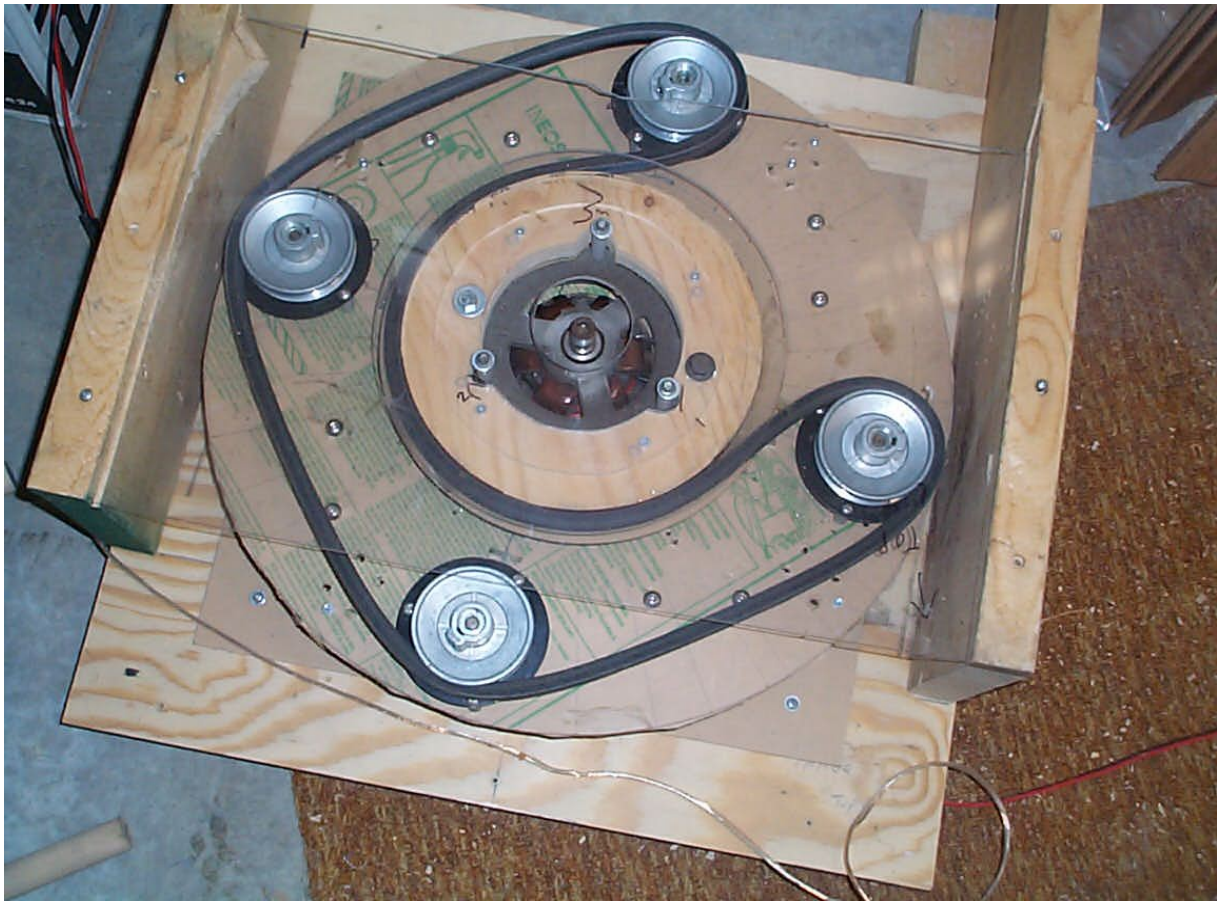


Fig 2

For the first of many of these designs, I built a three generator planetary unit and much larger four planetary unit. I was thinking that larger meant more rcf as that is the case. But ideas came for other ways to try to extract the rcf from a rotating disk.

This moves us further into the research. At this time I tried to get help from the Alberta Energy

Research Institute under the Innovations Assistance program but was denied.

May 23, 2005 rpm = 946 x √ rcf / radius(mm) This rpm formula has allowed me to backward design a project if I know the target rcf.

I worked on horizontal based designs for the rest of 2005 as my thinking was that gravity interacts with the rcf, while complimenting it, can also cancel it out. Depending on the direction and orientation, this is contradictory but so is a suspension system in a car.

Following this type of thinking has led me to a few conclusions. First, when I was in NAIT studying telecom back in the early 80's, they stated that the 60 cycle hum of transformers and other Alternating Current (ac) devices was a mystery; that no one really knew why this phenomenom happened.

It dawned on me that maybe what a large power generator is doing by dumb luck, is what I am trying to do by design. The centrifugal force of the rotors of power generators is huge. I was able to calculate that a rotor from the Hoover dam rotating at 600 rpm, creates as much force as two Saturn five rockets at take off; millions of Newtons of force. With this amount of rcf present, as the power is being created, maybe some of the rcf is transferred or captured and the 60 cycle hum mystery is natural gravity striping the rcf result off of the power line at half cycles. There may be a way to prove this but I would need access to a power generating station and the ability to follow legs of power to their furthest end; testing in controlled experiments to look for obvious differences. Many people call this dirty power but may be just what I'm trying to do by design furthermore, as an alternator rotates in a car, there is rcf in the rotor and an electromagnetic field in the rotor coil. Who's to say that these two forces do not interact or could be made to interact with one another? After further consideration, the conventional alternator is counter productive in design for this to happen in a way that could be usable. Also, natural gravity being a constant would be stripping away any inherent rcf present. Basically, the leverage system to extract rcf in

this manner is all wrong in a natural gravity environment.

I worked throughout much of 2005 and 2006 with other business, building computers and wiring networks for clients, and resumed work on my Gravcore project mid 2006.

July 30, 2006 - I looked at how a rotating disk has rcf balanced and symmetrical throughout its entire surface area. I thought what if it were possible to rotate a disk and at the same time push the disk and its forces into a bowl shape, kind of like metal spinning. In this manner the forces would no longer be balanced and would exit out one side. In theory the faster you rotate such a device the more thrust you would have, since it is now unbalanced. I built a couple devices to test this theory but my application was crude and impractical, as the laws of physics do not work that way. It was a fun exercise regardless but very crude and impractical.

March 04, 2007 I spent the past couple days winding a new core. I hope to make a 3D rotary transformer by placing a new coil around the output of a steel disk bombarded by an electro magnetic field and rcf. It was my hope they would combine at rpm and I could export them on the new coil. I powered the unit with an input of 110vac. The output of the secondary coil was 8.1 vac. Basically, the steel disk and outer coil is sandwiched by two electromagnets on each side, then rotating the entire structure and powering it up. There was no rcf transfer, as there was just too much of an energy loss.

April 03, 2007 I was going to prepare to review my theories when it struck me to combine two of the previous designs. I finished the brain work last night. The Good Lord bestowed the rest of the design theory, however, I decided to put aside the magnetic 18 port ejector project for the following design which will be easier and less time consuming to build.

When I first started to work on an artificial gravity device, I tried to use capacitive potential difference and it did not work. I thought the outer plates would have more force (rcf) on it with respect to the inner plates. I see now that they are not different enough in rcf potential, and there

is no way to export the negligible rcf anyway.

The new idea is to go with a capacitive design number three, and is as follows:

By retro fitting the earlier design with capacitors instead of coils we may be able to pull the rcf out by building the planetary cores with three pairs of capacitors. I would like to go with three or four stage caps, but the diameter of the space it will fit in will dictate how many stages, and by how much room we have to work with.

I would like to build the paired caps as follows:

Three stage capacitive coupled rcf plates.

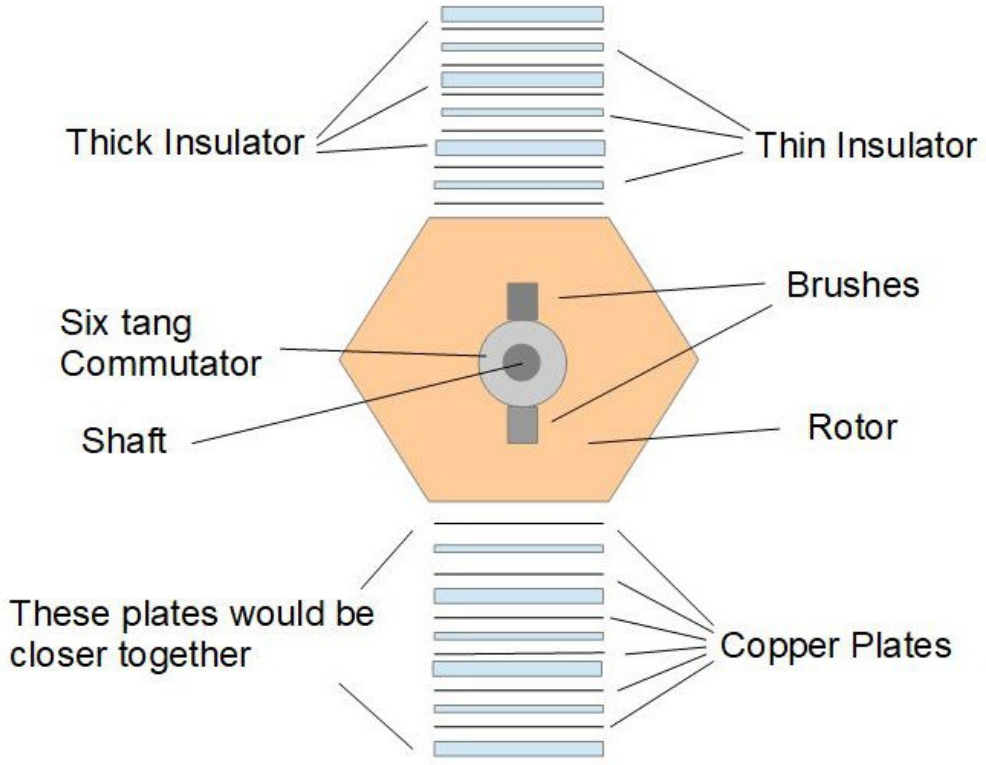


Fig 3

This is a drawing showing only one set of capacitors on a wood sub rotor with brush assembly and commutator. The following device was similar to the first I explained but with larger core

areas for greater rcf potential difference. Although the design did not produce artificial gravity as it charged with power and was rotated while charged. This type of design would make for a great isolated dc power supply or dc interrupter of sorts.

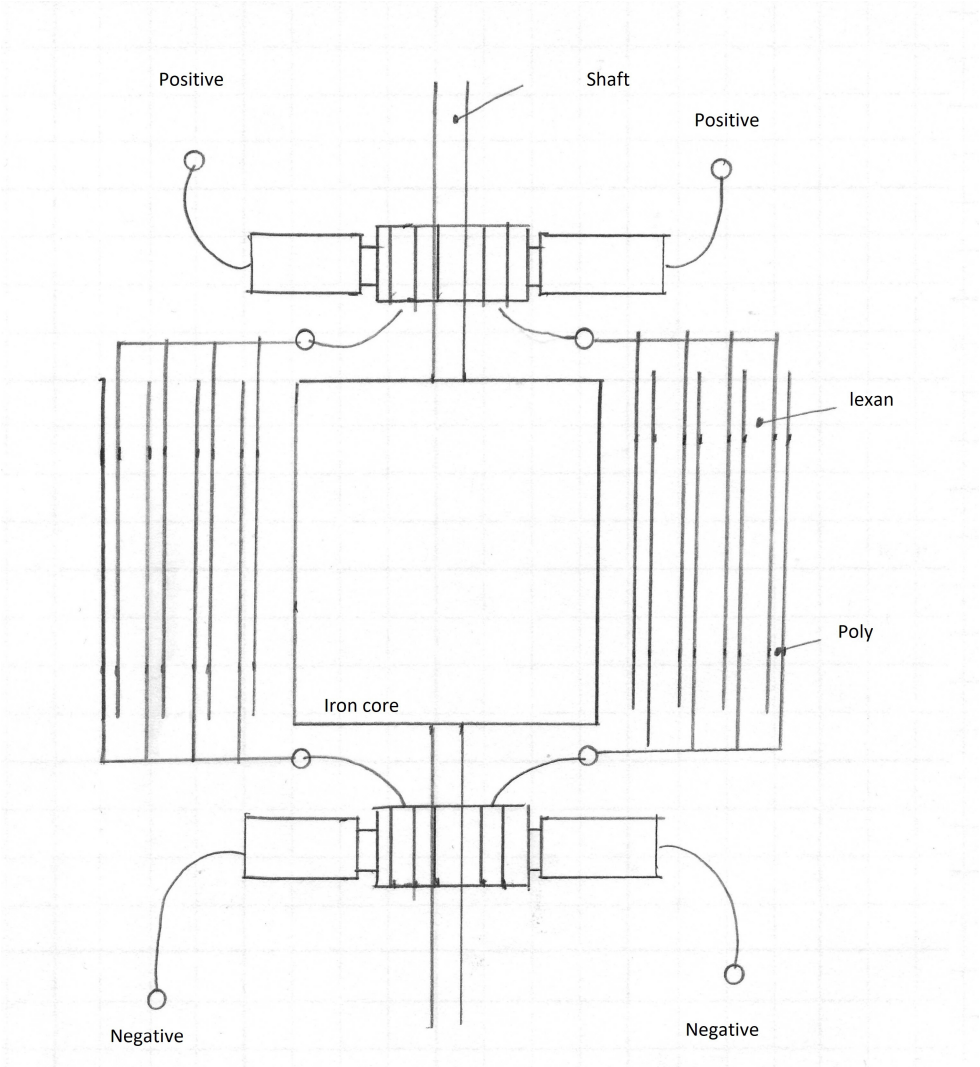


Fig 4

This is of course running it with two sets of brushes, one on top and one at the bottom. It was very effective in transferring dc voltage from source to load, part of an in one side and out the other side circuit. This design had an iron core for a central mass.

April 26, 2007 I started work on a ring design. The ring design was a monstrosity and ridiculously large and again no results.

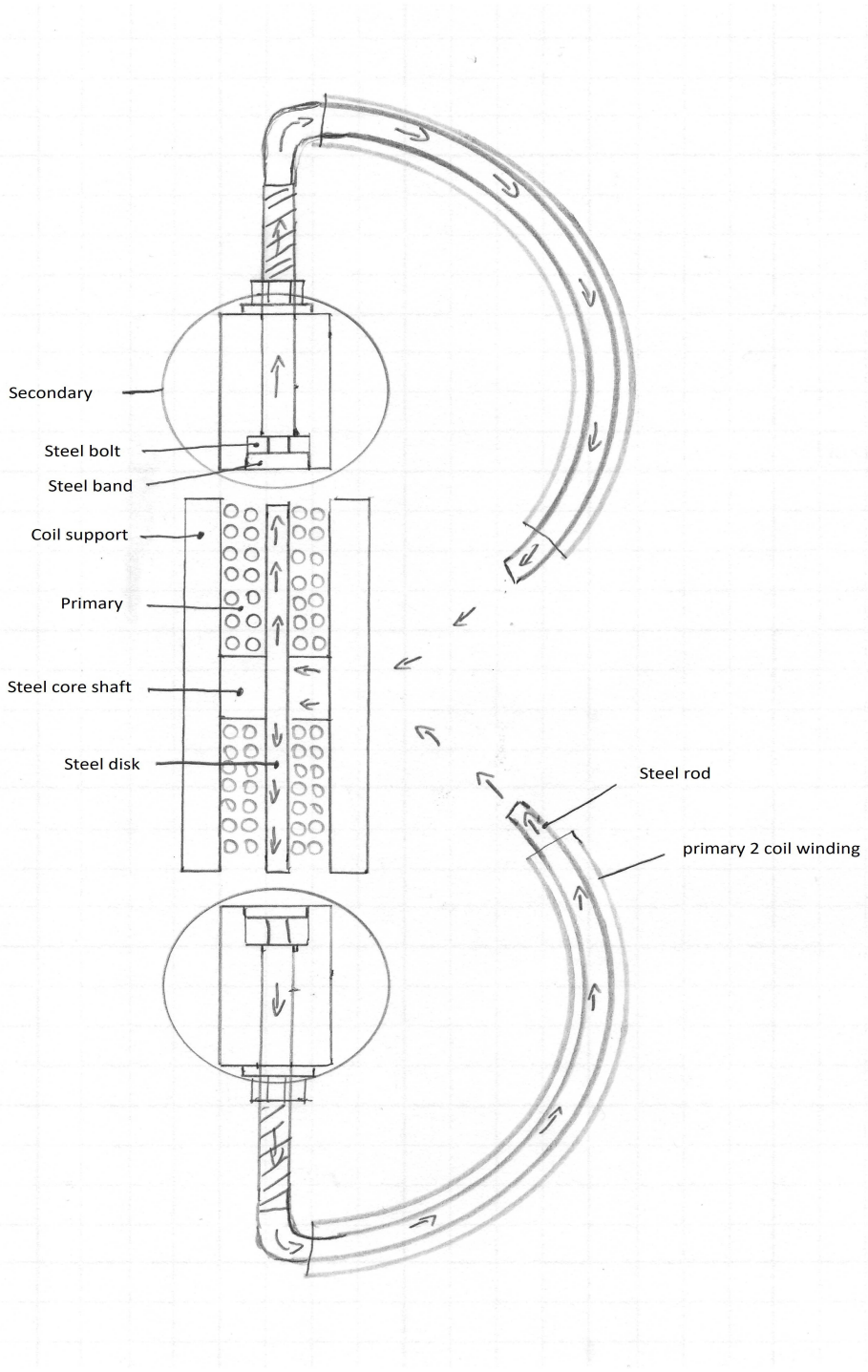

Secondary
Steel bolt
Steel band
Coil support
Primary
Steel core shaft
Steel disk
Steel rod
primary 2 coil winding

Fig 5

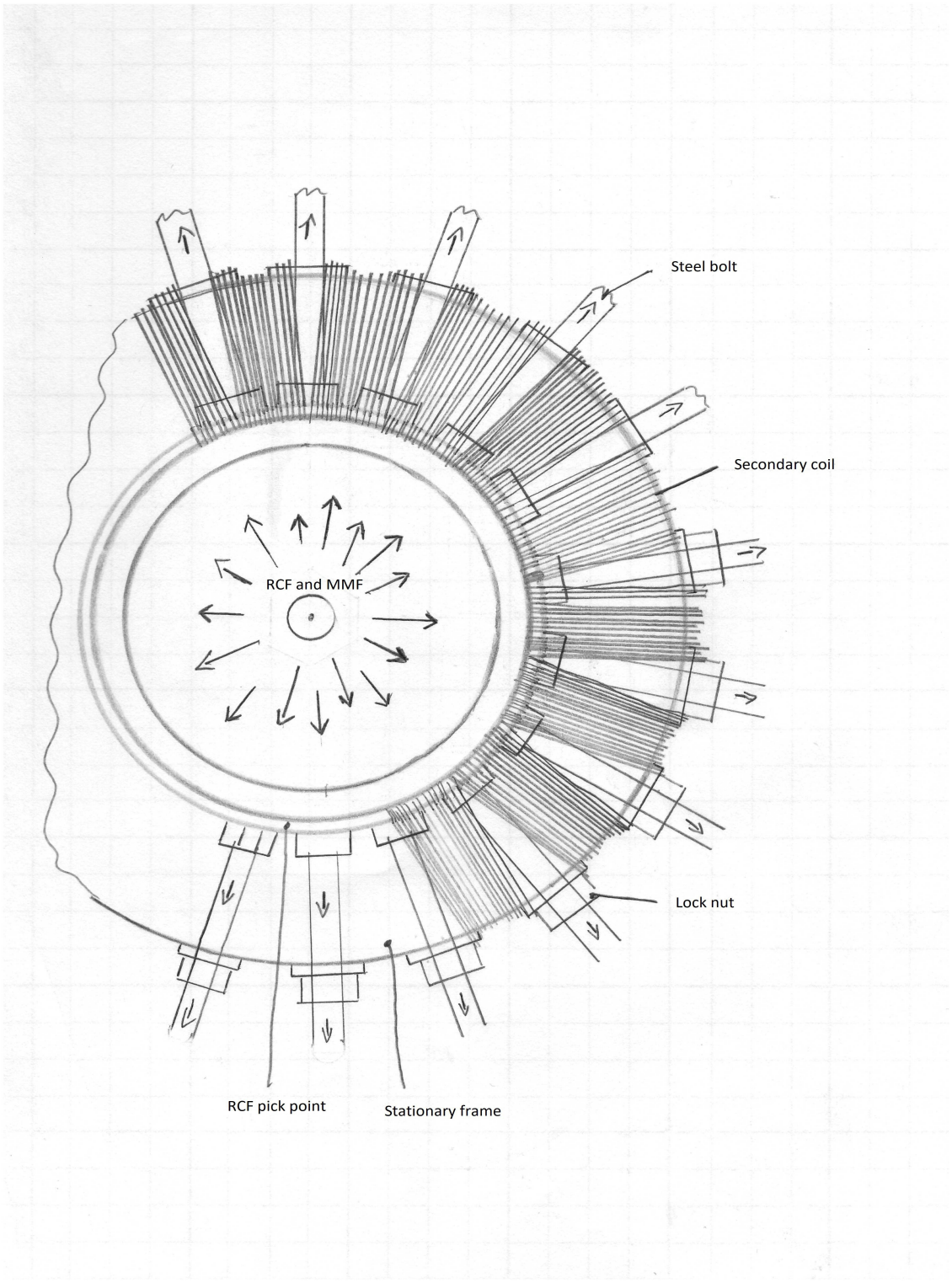


Fig 6

Although this device did not work, it was fun to build and a lesson in fitting parts together. It

would have made a poor power generator and I believe the losses were so great that it ended up being a waste of time and resources. It was a challenge that's for sure.

In June and to the end of 2007 I tried more rotary transformers with caps built into them. I also looked at and built some toroid coils and still no AG transfer results.

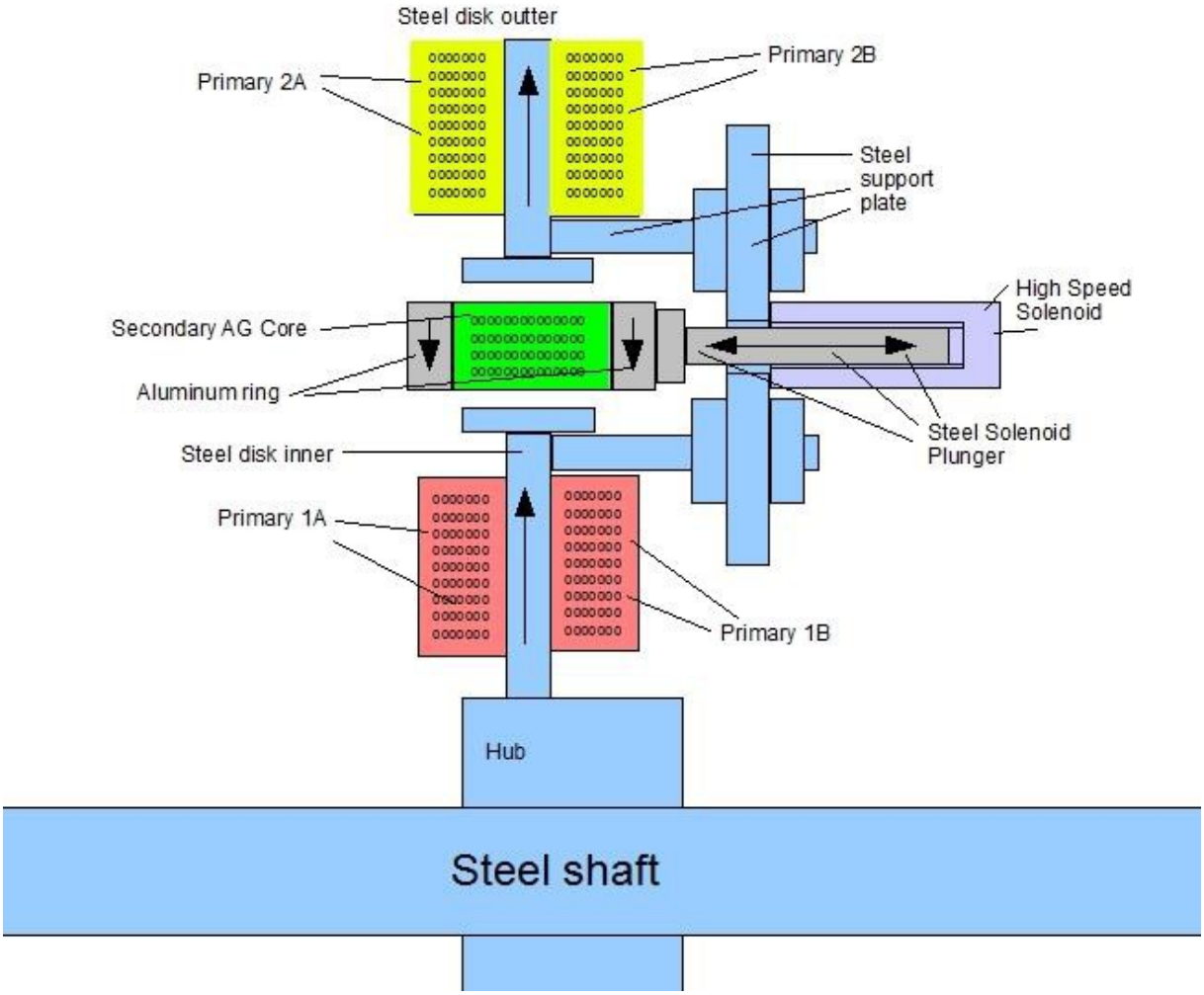
Chapter 5 **A new view on RCF capture**

In this chapter we are going to get away from the planetary core designs, the toroids and rotary transformers, as well as any capacitive devices.

The premise for the next 16 devices will be creating an environment where the coil is flooded with rcf and at the same time the electrical energy will be created. These are more like generators than transfer devices. We will look at the first crude device and then jump to 16 stages later and explain its operation.

March 27, 2008 11:20pm I picked up a steel disk brake rotor from a motorcycle today. Universal motorcycles referred me to TJ's and the guy Mark was going to give me the two disks I picked out for free but I insisted on paying something so we settled on $20.00 for the pair. I also went to Princess Auto and picked up a gear and hub. A couple days ago (March 25th) I had a dream of how to build the device, the Good Lord has bestowed it upon me to construct.

May 06, 2008 1:00am Getting back to the AC generator design, which I later called Gen 1. I bought some solenoids on ebay. Within the past three weeks, I cut the motorcycle rotor mounts off to make a steel flat ring. I then welded a piece of flat bar steel around the inside circumference to widen its field area to ¾ of an inch. I also welded a a piece of flat bar around the outer circumference of a five inch gear. I welded six bolts onto each disk. These will be used to tie both pieces together to make them relative to each other.



I also wound the secondary and flat primary core coils for the inner and outer pieces. The inner and outer coils will be on both sides of the disk, and push magnetic field through the secondary coil. As the whole thing rotates, it picks up rcf. We power the primary inner and outer coils, then turn on an oscillator to move the secondary gen coil tied to the solenoids. This will produce ac.Fig 7

Here we see a cutaway view of the crude design of Gen 1, the solenoids and how they would move the secondary coil mechanically. In later designs, Gen 16 we compensate for this with a better idea on how to accomplish this task. The aluminum rings according to Lenz's law reverse the magnetic fieId imposed on them, this inturn concentrates the electromagnetic field through

the secondary AG winding.

May 06, 2008 01:32am Last night I thought about too much interference from earth's gravity. So to be thorough, we should build a number of shields. The paradox is we need artificial gravity (AG) to make the shield and the shield to make artificial gravity to combat gravity, and secondly an AG shield conduit for the conductor carrying the mixed rcf and emf. This way we could push gravity away from interfering with our mix in our conductor. I have a later entry suggesting a simple coax design could work well.

Over the next six months I looked at other ideas. I built a Lenz's law machine of sorts, kind of going back to the rotary transformer designs but with multiple stages and aluminum plates between the steel plates of the primary coils. The machine functioned but with no artificial gravity result. I also looked at different types of conductors trying to move away from copper. I paid a lot of money for permalloy wire 80% nickel and 20% iron. I even put a poly coating onto a steel wire but when you pass any current through such a high resistance wire, it just heats up and melts the insulation. I am determined to build this device using copper magnet wire from now on.

I worked a lot at my day job and was on the verge of bankruptcy. My corporation for building computers and networks was going down and since it was tied to my personal finances I went down with it.

June 12, 2009 9:36pm I built three more coils copper 27.5ga. I was going to work on the unit but have been evicted from my shop. God I wish I had a few bucks.

I had no money at this time and barely ate but a few times a week. In four months I lost 46lbs.

It was a tough time in my life. I drew closer to God.

Next page is a picture of a more refined generator. Gen five

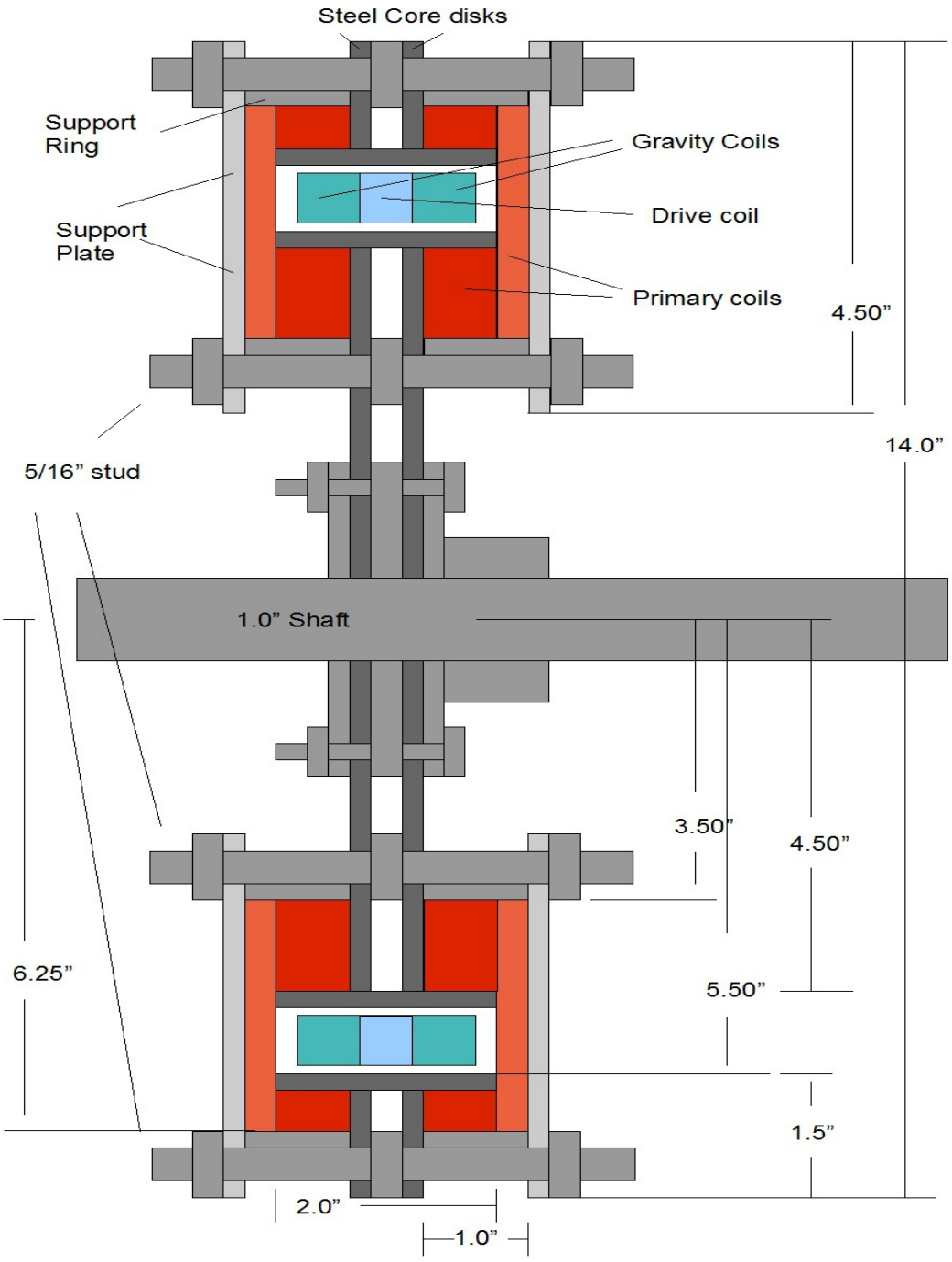


Fig 8

Here you can see that we went with an inboard drive coil instead of a group of solenoid. This way the magnetic field is used to its maximum. Even though it did function, the power influence

of the drive coil onto the secondary AG coils was counter productive. I even went so far as to separate the coils with aluminum disks to magnetically shield the coils but again the power influence was too much a problem.

In June of 2009, I worked on other designs but they were impractical in four dimensions and with the respective limits to our laws of physics.

In August 2009, I sent in a request to the Minister of the Environment for ideas on grants or assistance and received a response on October 09 2009, it was just a dead end.

The ideas I get make sense to me and I will pursue them as long as I can afford too, besides we need something new. There are much worse things to spend money on, plus I am learning and love fiddling with these projects.

In November 2009, I found a magnet wire supplier as well as a Waterjet company to help me resource what I need. I also approached Rolls Royce to see if they would help with the project.

In December, I received a letter from Boeing basically stating that they do no accept unsolicited ideas, just in case their engineers already considered what is proposed.

December 07, 2009 8:00pm I received the axial bearings from Vxb today. I am hoping this compensates for the vertical design issues, and maybe complimentary with the 90 degree change. I designed Gen 8 last month, sure would be good to be able to build it. I put up a webpage a couple weeks ago. I came up with another gen design but it might make a better motor. I have had to beg for help with this project, no takers yet. I sent out info packages to many companies.

In January of 2010, I was getting inspiration from thinking about integrating the AG system eventually into a vehicle. This got me thinking positive and looking at fuses and system overrides. I also looked at solid state switches and a variety of government grants and funding options. This also got me looking at 3-phase artificial gravity generator designs and I looked at

static phase converters so I was learning quite a bit. Plus the alternating current (AC) side of an alternator in a car is 3-phase.

Even though I was discouraged many many times the Good Lord always found a way to keep me interested and upbeat and learning something new.

Chapter 6 New ideas

I do my calculations using simple math to come up with and proof my numbers as well as double check to see if I was crazy or not and it doesn't get much crazier than what I was working on next.

I do not understand much about math. I'm just wired for logic and have not been trained to follow the symbols etc. I can remember in NAIT math class we would refer to the square root of neg 1 as being a infinite number this always puzzled me. I know it to be referred to as small j or small i in some formulas. I can solve for negative square roots by adding a rule to the calculator. Right now the rule is ignore all negative numbers. By adding the rule ignore same polarity numbers we would have negative square root solutions. More on this in a later book.

It makes me wonder why Einstein didn't think of such things and makes me wonder if I really am off the deep end. lol

April 07, 2010 It's been an honor to work on this project. Thank you Lord.

April 16, 2010 I might be able to put together the latest design concept. This has a steel disk which will rotate and encompass a current through out it from inner to outer. I would also like to inject the disk with a magnet field. In this way we would have mmf, rcf, gravity and electricity in the same medium, same direction. Maybe they would mix.

I worked more on systems integration into a car but will show the design of April 16, 2010.

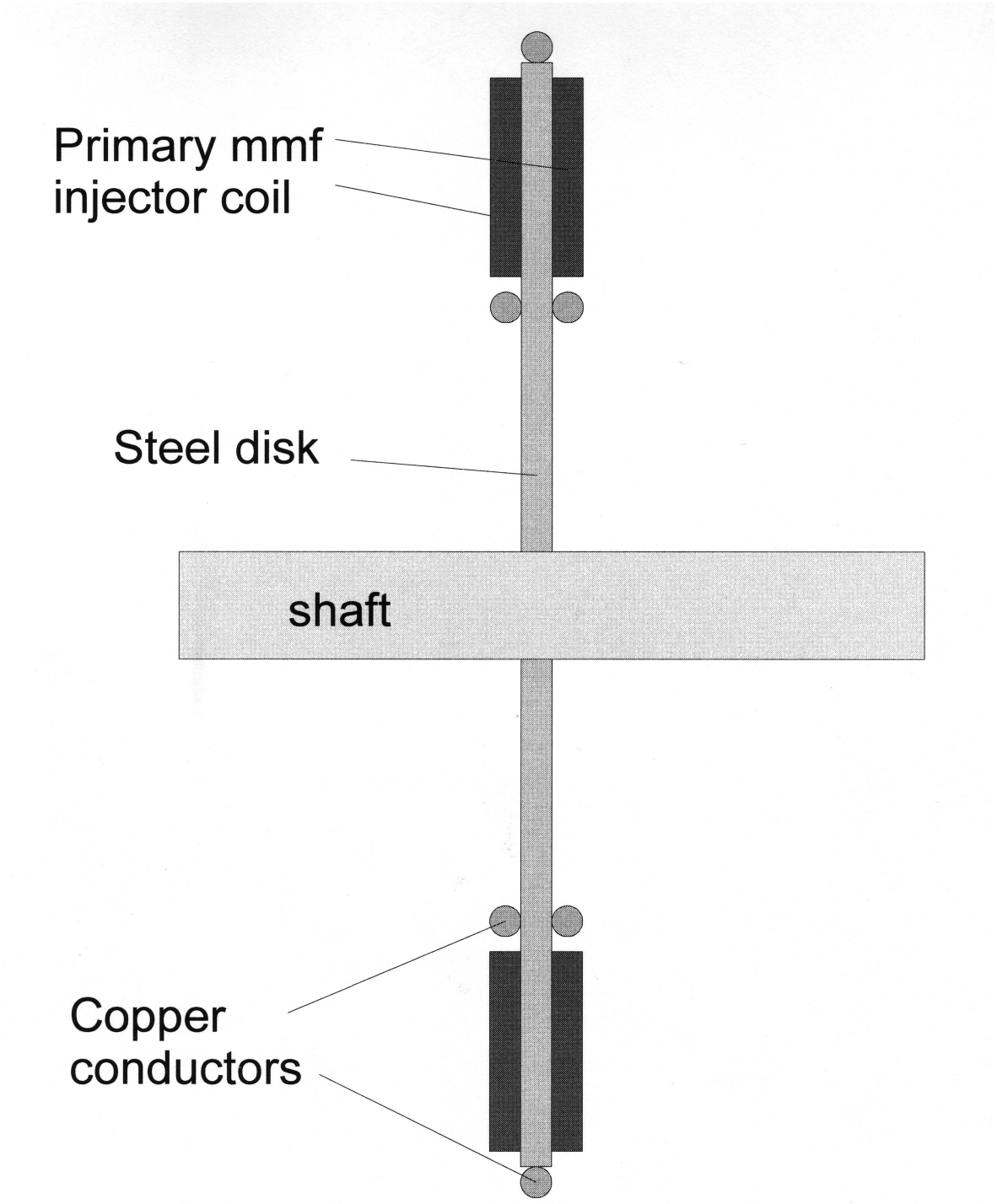

Primary mmf
injector coil
Steel disk
shaft
Copper
conductors

Fig 9

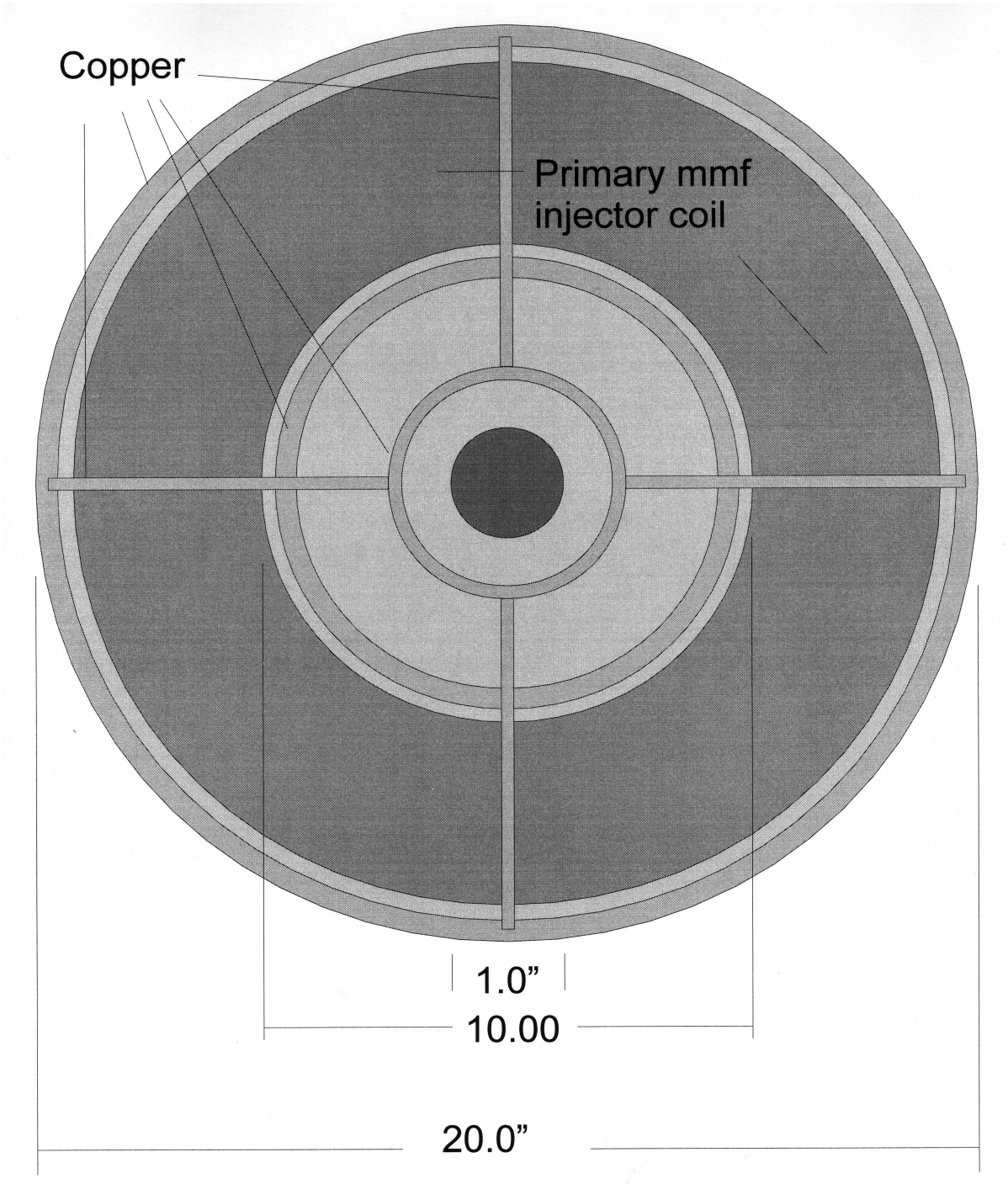


Fig 10

They are not to scale but give you an idea of the rotary device and how it is supposed to work.

Chapter 7 Three Phase Devices

I continued to work on calculations and looking at how gravity effects everything I do.

On May 12, 2010, 6:33 I found a website titled “The Great Warming, Americans must act to address Climate Change”. There was a list of supports and I emailed many of them but no reply.

September 21, 2010. 16:15 Over the last month I have been looking into a 3-phase gen 9 design. I looked at getting a static phase converter but found out it only supplies 1-phase. I looked into a rotary phase converter but am having trouble from a supplier. Today I realized I could convert an alternator (12 v) and use an up step transformer for each phase to get 120 vac to feed the drive coils of each disk, after bypassing the diode rectifier circuit of the alternator.”

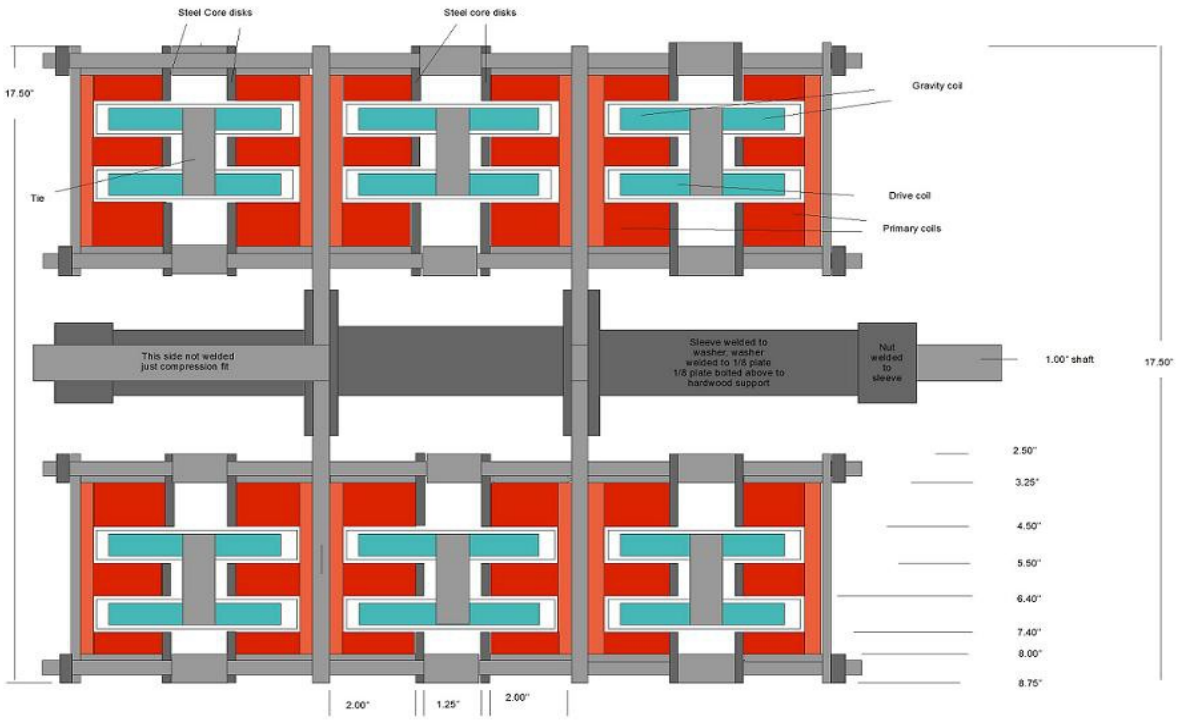


Fig 11

I now know more about phase converters than I did then. Most importantly, a phase converter

must be matched to it's load. The supplier knew I didn't know but I didn't know that I didn't know. Lol but I know now and can basically match and build anything I need now.

October 20, 2010 20:28 "I have tried to figure out how much force is required to push a piston.

F = Pressure times Area of the piston

F = 2500psi times 7.065

F = 17,662.5 lbf or 78,564.9 Newtons

I calculated results for what I would need from gen 9 design. Although I like 80,000 Newtons today as my default target. It was a great exercise in basic math. I do not know Calculus as I see that would have been an advantage but going with probabilities math and averaging my numbers are close enough and constant enough to keep me going, learning and on track.

November 16, 2010 I received a response from NASA today. They are not impressed.

I entered a competition with NASA regarding Heavy lift technologies. I sent in what I had in the hope of artificial gravity development but they did not see what I still see as possible.

They coded me RED, that is the worst code you can get from them and they said that my expectations are unrealistic. But I still believe in my God given theories and they are still burning propellants. 7.5 billion people minus one more. lol

The system designs I worked on most at this time were 3-phase devices.

With the help of Open office Draw, I have been able to put together better drawings of what my minds eye see's building. I can do some in Auto cad for Cnc waterjet .dwg files but I am rusty.

I was able to design and build single phase Gen 16. Although it fit together very well and proved the need for water jet accuracy. I could not build it good enough to work and provide AG results. But it did function and was a blast to design and build. It was a good exercise in Autocad and mechanics in general.

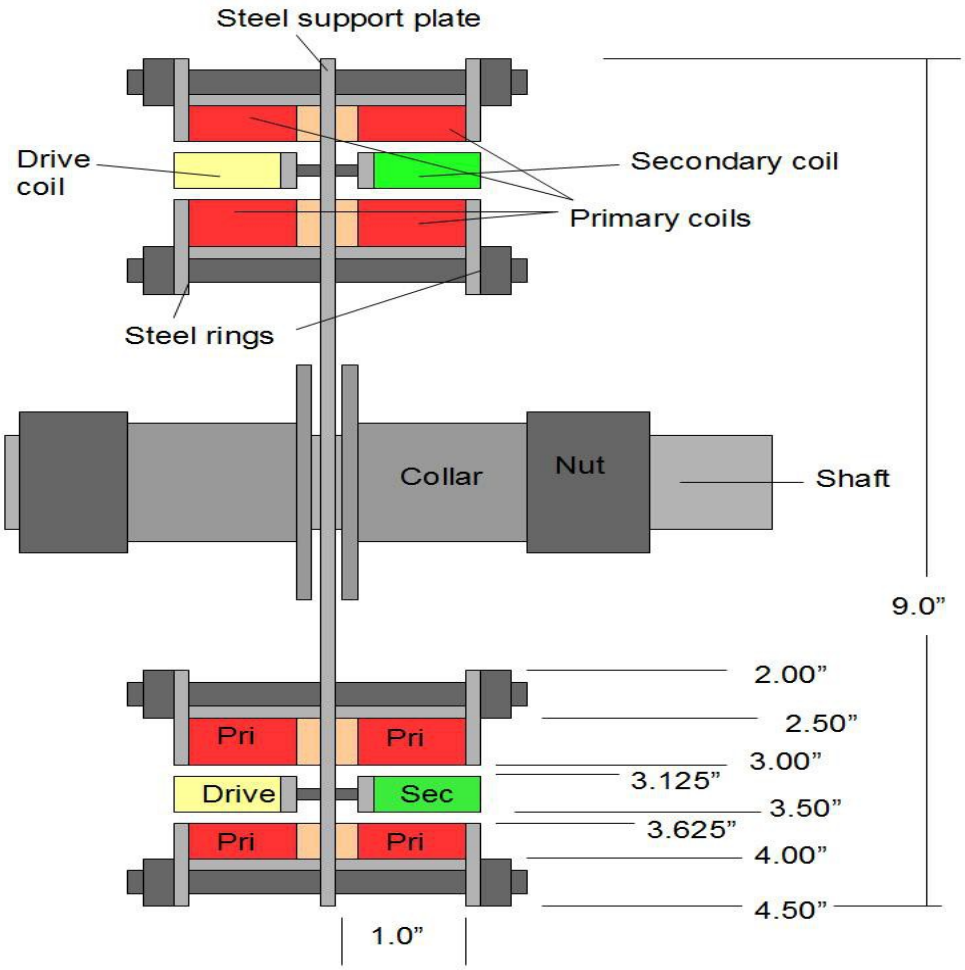


Fig 12

May 22, 2011, 14:00 I have been working my day job a lot lately. It is good to have some time to calculate. I need to know the current. I will need each stage coils. I did a rough figure but want to recalculate to be close. I will need to know the ohms/amps so I can design the unit in total.

Not much money to work on devices so I looked at modifying an car alternator as the parts were already designed. That way I could work on something and might just take a simple retrofit to make something work. After all its just another rotary device.

August 28, 2011 18:49 Well I'm still here for today, day by day. Yesterday I bought an alternator to retrofit for $20.00. It is in new condition and complimentary for what I want to accomplish. I started by examining the unit to figure out how best to rewire it. I have already cut the old wire from the stator and wound the rcf coils. One phase from the old wiring config was 1.2 ohms. The new 12 single rcf coils are 1.5 ohms each and 24 ga.

September 11, 2011 21:33 “Today I cut the alternator housing with my jigsaw, it cut like butter. I was fortunate that Part Source down on 17 ave loosened the pulley nut for me. I assembled the unit. I just need to get some diodes now and then test it. We'll see.

I jump all over the place with my projects but only due to financial reasons.

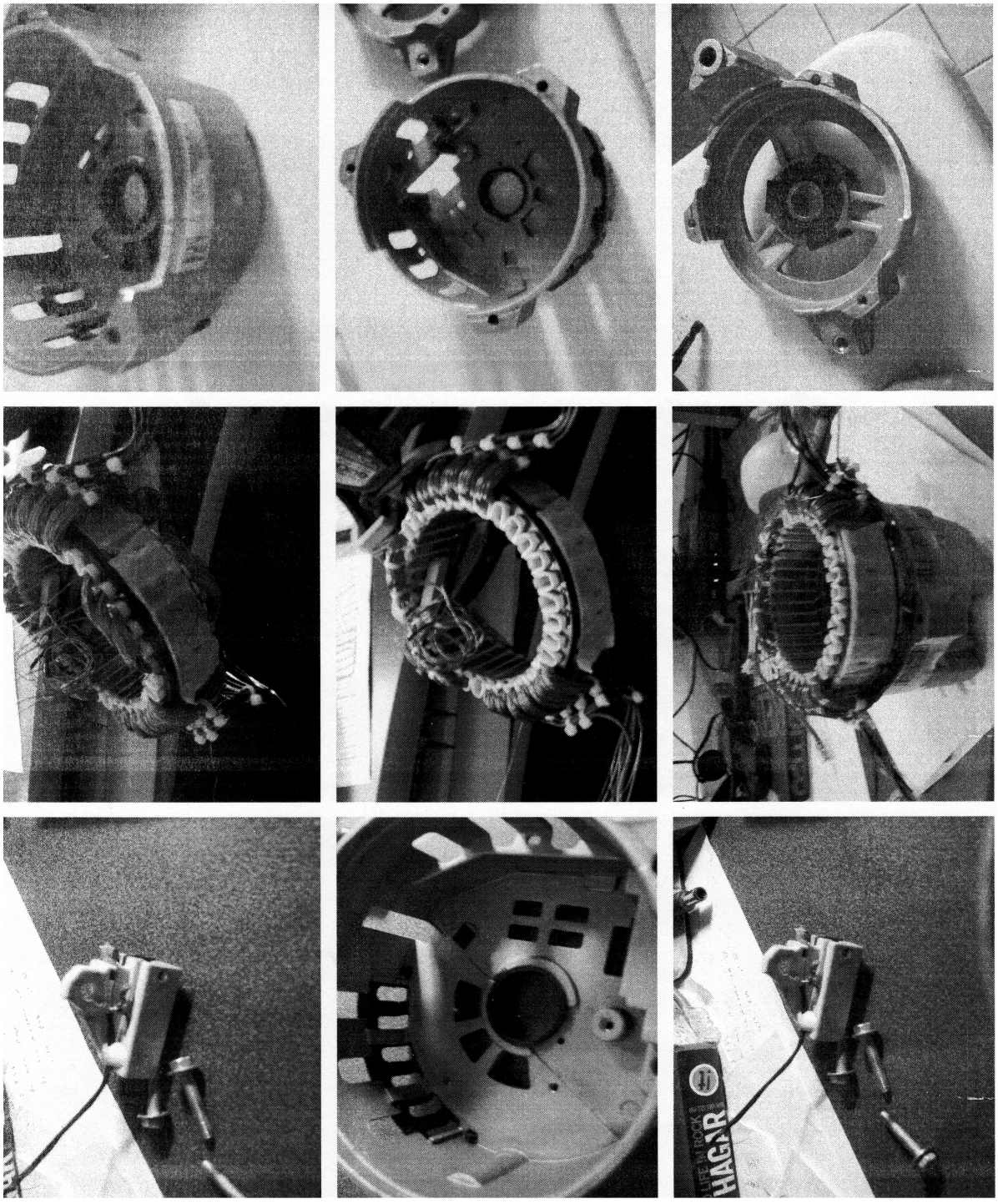


Fig 13

The housing and coils unfinished and disassembled.

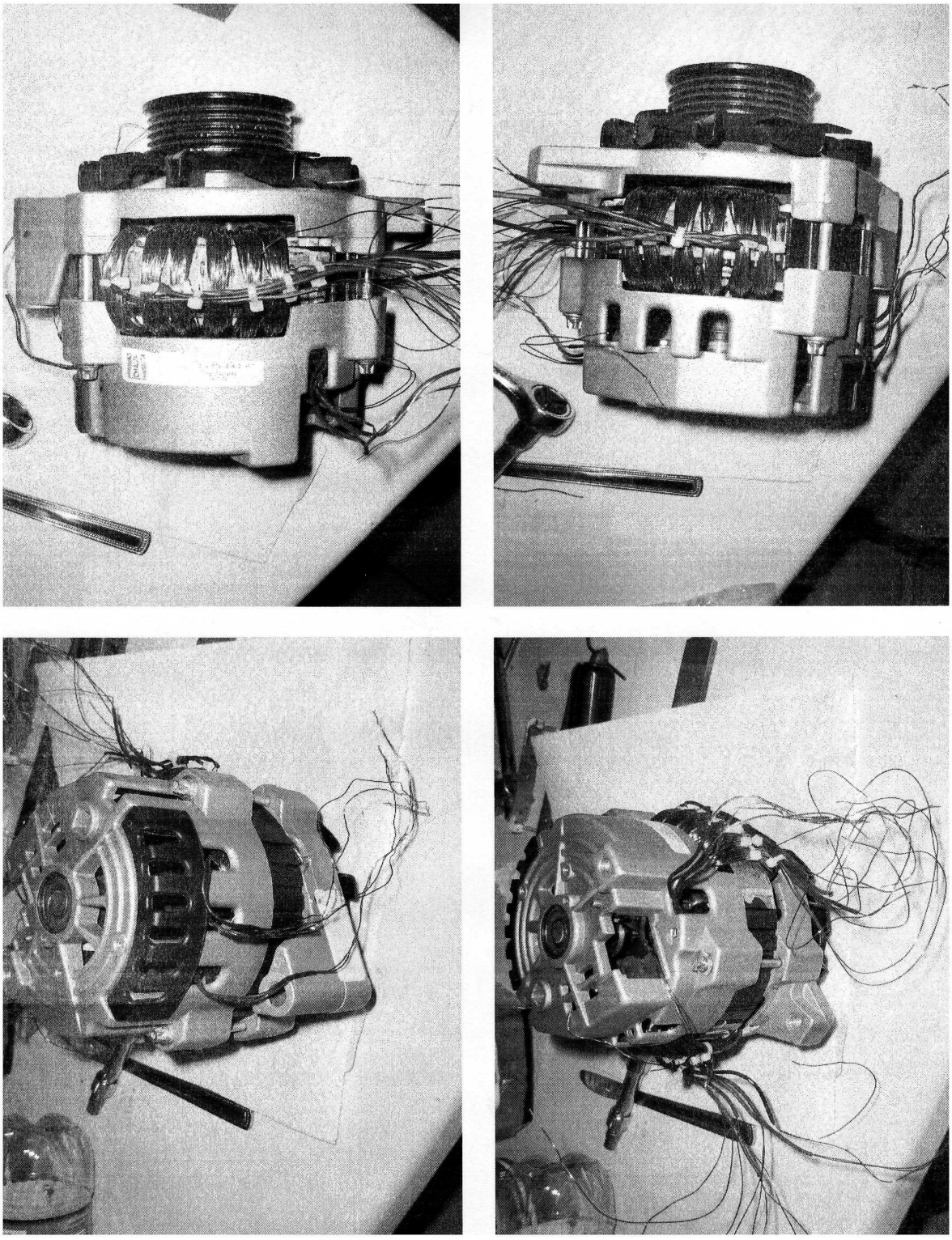


Fig 14

The unit is assembled. I was thinking that if the rcf component was inherently existent and being

transferred that maybe it could also be canceled out in the windings and rectifier cct. By going with individual coils for each slot, I thought I could then take advantage of this design flaw in the original device, knowing rcf was not a design consideration when they designed this alternator originally. This was the first of many alternator rcf design attempts.

November 11, 2011 17:49 Today I built the 6 stage shield. No short circuits but a few high resistance measurements. It could be because the glue I support it with is still wet. We will see tomorrow maybe. I also rewired the six phase alternator.

The shield is like this: it is made up of double sided pcb board, unetched with one layer of packing tape insulation between the copper plate surfaces.

November 16, 2011 17:45 I rechecked the matrix today as the glue is dry. #4 was 15meg and all the rest were higher than 30 meg. My meter only goes up to 30 megaohms.

November 19, 2011 21:37 "If we double the separation of the plates we half the capacitance. If we double the plate area we double the capacitance."

I started looking at cargo containers as I was looking at Artificial Gravity powered aircraft. They are modular and made of steel; so weldable and modifiable, plus readily available. I also looked at retro fitting a 2MW diesel power plant. I also spent the rest of 2011 working on alternators and testing them to no avail.

Chapter 8 More System integration ideas

In early 2012 I bought a gen set, only 1100 watts it was brushless and non operational, so perfect for me to take apart.

January 25, 2012 18:10 I disassembled the engine component of the gen set. The piston diameter is 2.375inches. So I calculated the force needed to run this engine.

F = P x Area A = pi x r^2 = 3.14 x 1.1875^2

F = 2500psi x 4.43sqinches

F = 11,075.34 lbf or 49,264 Newtons to push this piston.

On February 22, 2012 I applied to Dragons Den but without a working proto type and no sales I was not considered at all. Well actually I have nothing right now outside of theories and following a path no one else sees. All in all, I was able to work on a business plan and executive summary which I needed practice with anyway.

March 01, 2012 16:37 Over the past few weeks I have been working on my business plan, executive summary and a practice pitch to Dragons Den for $100K by Shell and CBC.

I would like to calculate the rcf energy wasted by a turbine engine. I also looked at powering a 3.5l Canyon five cylinder engine. This would have been interesting since there are no paired pistons in this five cylinder engine. In even cylinder engines usually two pistons move up and down in pairs. I looked at the wasted rcf energy of Sikorski Helicopter rotor blades. I looked at gen sets that are in use, in remote communities in the far north. I looked at mulitple layer coil windings for the thruster design. I do not have too many more notes. I was given a video camera for Christmas so I have been video editing and putting them on my website, www.gravcore.ca

In June 2013 I bought a 1993 geo metro to look at designing a car that won't need fuel. Mostly for inspiration and ideas to continue, plus something to wrench on.

In September of 2013 I built a new design which I called “Starflow” where it has 5 u-bolt legs on a piece of two inch pipe. As the unit rotated the rcf went down both legs. I was thinking the magneto motive force and rcf would combine in one leg and a secondary coil would remove the rcf mmf combination,. but no artificial gravity was detected. This design did spawn many designs that showed promise which I will get into later in this book.

The Starflow design can be seen at https://youtu.be/lmLaMl-aYdQ

See Starflow wired https://youtu.be/0ID0bskP9Bw

December 11 2013 20:35 I built the Starflow design. I needed to find out the efficiency. I powered the device with 109 vac into a 67ohm load. I got 5.3 vac out of one of the five secondary's. The secondary's are wired parallel. The impeller primary's are wired in series. The impeller primary used 50 vac. We transferred 5.3 vac parallel so just to compare series to series five impellers times 5.3 vac = about 26.5 vac. Our input was 50 vac and our output was 26.5 vac which makes the design 53% efficient.

I used ac power just to calculate the efficiency since when it has dc volts on it there is no way to know the transfer rates. The real rcf test was with dc. This was my last entry in 2013. I will offer more videos from here on out.

March 16, 2014 13:11 Today I finished the basic assembly of the alternator six design. The motor turns at 1730 rpm and has a 2 inch pulley. The alternator has a 2.5 inch pulley. Lets calculate the alternator rpm.

1730/5 = 346 times 4 = 1384 rpm I will try to test this week to see what voltages we get.

March 22, 2014 16:23 I tested the device today and got 36.9 vdc out of the ½ wave rectified 12 coil configuration. I removed ½ of the diodes ccts and got 30 vdc, removed all but one cct and got 6.9 vdc. When I used no diodes I got 13vac per coil. The diodes allowed the unit to run under less load but again no AG. I reversed the polarity on the rotor coil and seemed to make no

difference in output as expected. I will try fullwave rectification cct; should increase power and AG potential by two I would guess. I will try the six stage shield caps and see if we needed more than one of the six stages to make it work.

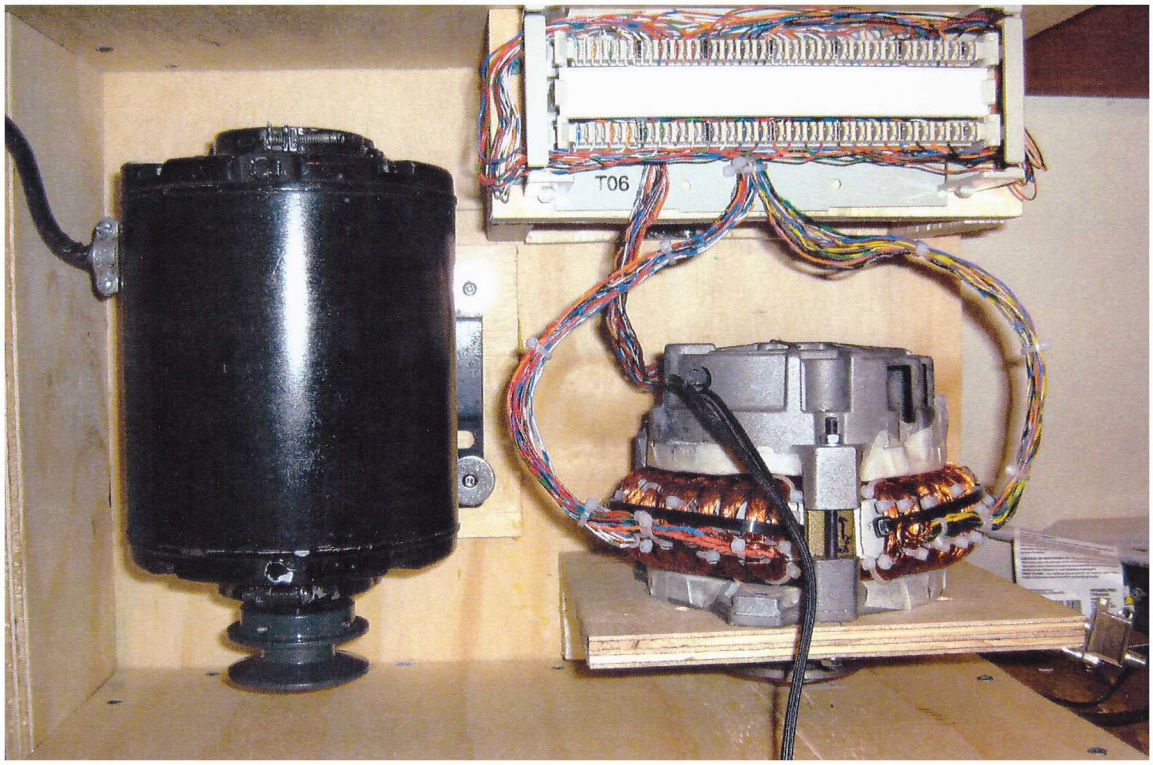


Fig 15

Here is alternator 6 design with drive motor. We have 36 ccts or loops so if there is a way to extract the rcf from the rotor this should be the way. I have access to all separate 36 cct on the bix blocks I used from my Telecom days.

I would source Telecom supplies from 911 communications. The color coded wire is 24 ga copper and the loops were 28 ga I believe. I was working a lot at my day job. I was on for 28 days straight and when I was done my shift I can't remember all the things I wanted to do with this design. I ended up shelving it for many years as I looked at other designs.

August 12, 2014, 18:31 Yesterday I picked two more fan motors to be retrofitted for Starflow III.

Today I got an idea to build a horizontal Starflow with adjustable impellers. So when in operation it would swing outward from the center to follow gravity and rcf, self adjusting.

With this design I used permanent horseshoe magnets to help promote the mmf flow in the steel loops I installed. Again I used a coil to remove the AG if it was present. This base device was to incorporate gravity flow into the design as well. It ended up being a large machine but no AG was detectable.

I was able to find a great little fan blower motor from Princess Auto for 15 bucks. These were Unimotor designs made in Canada so I liked that. I was able to find them in the surplus area of the store. Always a treasure to find something in the surplus area. I started work on Starflow III design, I really did have fun building and testing this device.

Here is a link to Starflow III https://youtu.be/E0JEzo6BreA

The magnetic flow was in a steel closed loop. The rcf flow was in the same direction in the bolt and we had gravity flowing down as well. We only removed the power from the secondary when the coils were in their lowest position via the commutator.

Although the designs secondary did not produce AG as far as exporting the rcf , it was a fun machine to build, a great exercise in calculating, measuring and assembling a decently balanced device.

December 20, 2014, 11:50 I have been working too much at my day job, no time to work on the project. I had tested the Starflow III design thoroughly too no avail. Every conceivable wiring configuration.

I looked at many other design types. A Starflow 3a design, also a Faraday disk design looking more at rcf and gravity being complimentary.

April 06, 2015 01:30 I am thinking about a horizontal design. I would need to buy more magnets. We would need 24 magnets and more 24 ga wire.

I still need to test alternator 7

Thank you Lord for these ideas. Please help with the success of a prototype and maybe enough money to get by. I need you Lord. Thank you for helping me.

I have since sold the Geo Metro retro car and bought a 2004 Chevy Aveo as it is larger and a new project to wrench on.

I looked at a couple designs and settled on a Unified Force Field Multiplexer III.

Here is the link. https://youtu.be/hvwsC_way_I

December 23, 2015 21:18 I finished the UFFM assembly tonight, it took longer to do than I thought it would. I was also looking at some of Micheal Faraday's work. If this design does not work, I could try taking the rcf on the outer circumference instead of the inner smaller commutator.

The wiring configuration of this design allowed me to extract only dc with the commutators.

December 24, 2015, 21:40 I put the UFFM together and tested it. One coil gives us 10.8 vdc.

I would like to add two more magnets, and recalculate the rcf.

December 25, 2015 19:16 With the UFFM 3 device, the rcf out maybe canceled by the rcf going back in the other side of the coil and to the commutator.

It would be best to build with an outside commutator. I may have to build the commutator myself as it would probably cost too much to have one built for me. The more I think about it the more I believe the reverse flow cancels the rcf out.

By going with a vertical loop instead of a horizontal loop, we get the rcf to flow across the entire loop. This solves the reverse flow scenerio that is inherent with the horizontal loop design. Plus the loops wiring config can stay the same, but I'll have to get more magnets.

Although, some of these ideas just come in from the blue, from God, it is fun to think about them and try to figure ways to make them work.

May 06, 2016, 21:30 The other day I had the the idea to go with a brushless rcf generator using two alternators. After more consideration the losses would just be too great to make it usable. It would just be too inefficient, to start building from such a base design as an alternator. It will take a new design although the concept is right. I looked at more dual alternator designs with some of them having a reverse feed to extract the rcf from the rotor, but again its just too inefficient of a design to start with. I guess all this brain work is necessary if I'm going to figure it out one day.

August 20, 2016, I looked at a corona discharge generator design for making ozone (O3).

If we are going to consider sealing the ozone layer we will need a serious O3 generator. I looked at a few base designs online to get to understand how O2 is converter to O3, but many of the devices were too small for what we require. Many of them for sterilizing water or cleaning air. We may need to do much more then that, so here is a large size O3 generator concept.

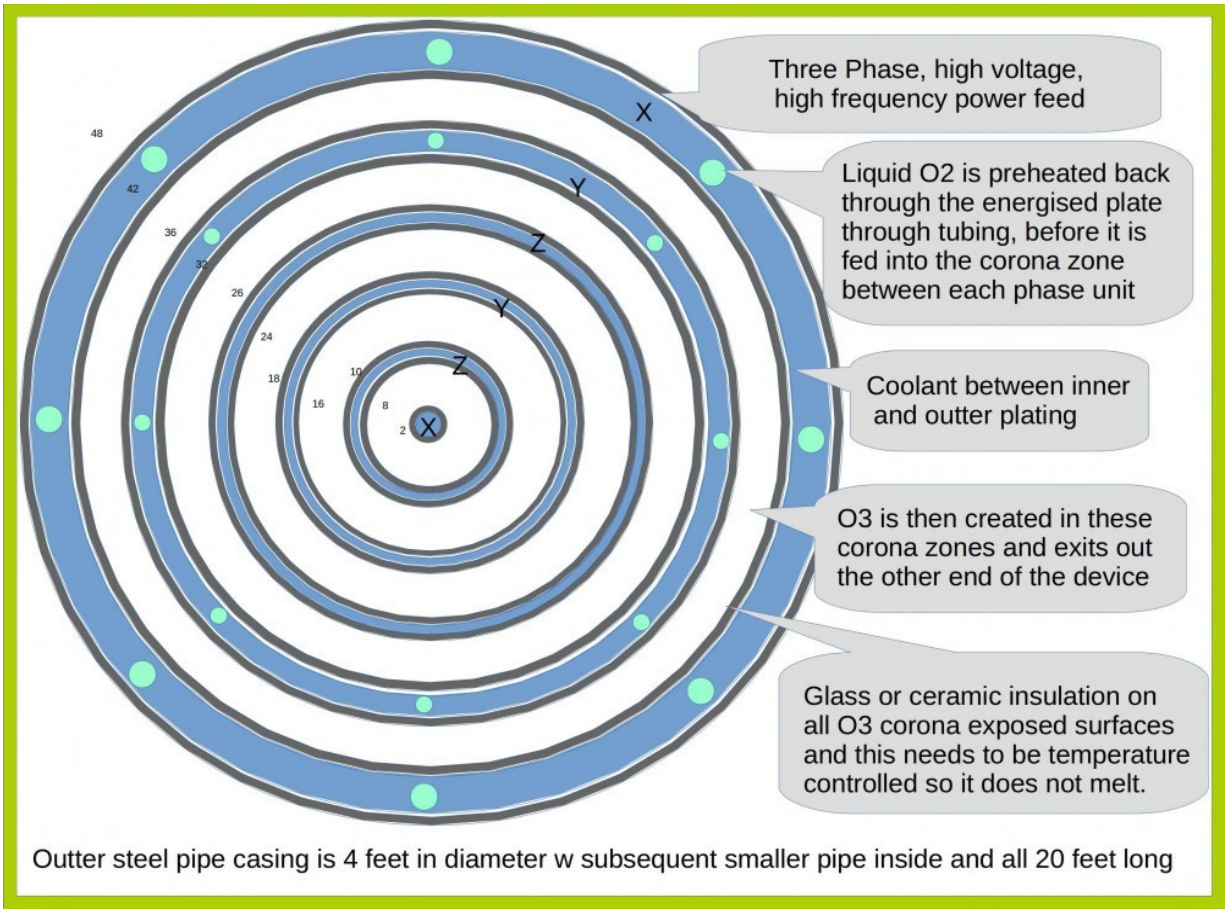

Three Phase, high voltage, high frequency power feed
Liquid O2 is preheated back through the energised plate through tubing, before it is fed into the corona zone between each phase unit
Coolant between inner and outter plating
O3 is then created in these corona zones and exits out the other end of the device
Glass or ceramic insulation on all O3 corona exposed surfaces and this needs to be temperature controlled so it does not melt.
X
Y
Z
Y
Z
X
48
42
36
30
26
24
18
16
10
8
2
Outter steel pipe casing is 4 feet in diameter w subsequent smaller pipe inside and all 20 feet long

Fig 16

If we need to reseed the depleted ozone layer at some point we better start designing now. We will look at a 3-phase, high voltage, high frequency, liquid cooled, Atmospheric Corona Discharge generator as part of a massive atmospheric processing station to be operated at 45,000 ft above sea level.

If we supply mother nature with O1, O2, (mostly O3, 85%), O4 , O5 and some O6. This would allow her the building blocks to heal. As we build bigger and better and each machine could process 900 cubic meters of liquid O2/week. This would really fast track the project and reseed the ozone sooner than later. I do understand that this work would be extremely dangerous, however it may be possible to integrate, remote or tethered drone technology to distance ourselves from the operation.

These units need to be developed and much would need to be overcome. The size of the unit would fit in a sea can to keep it modular. These would be fed by Liquid O2 but I'm not sure how to dry the O2 after it is expanded to a gas.

We would also have to look at oxygen concentration levels as we would not want to blow it out of the sky. Maybe a safer option would be to go with lower O2 levels and add ambient air to keep levels low.

September 15, 2016, 21:20 On Sept. 10/16 I did a base video of the project for “A Day in Canada.”

I worked on some pretty weird designs of which I do not consider at all these days. We only live in four dimensions as generator parts can not pass through some parts but not others. I can see in my mind's eye that there could be more than four dimensions, (but that just makes me look like more of a crazy chicken factor 10.) lol

In November of 2016 as the CTV news was about to end. The news anchor quickly announced that the Global mean temperature has raised to 1.6 degrees above preindustrial. The world kept on spinning but I was mortified as I have been aware of the two degree threshold for many years. Although the news was not taken seriously by the viewers. It spun me into a depression for 6 months. I had trouble doing my day job. When I told others about the news... no one cared.

Chapter 9 More new ideas

November 24, 2016 I was able to get further ideas from the concepts I drew up with regards to an acceleration/deceleration device. I looked at applying some of the concepts to older ideas.

February 07, 2017 Over the past month or so I used an old fire extinguisher casing to build a new type of generator. I call it the “T gen” which is short for toroid gen. I wound all the coils and rcf centers. I got three radial magnets. The radial magnets were mounted on a maple wood dowel. I was trying to make a 3 phase unit, ½ cycle per phase. To only capture the outward motion for the magnetic field. I reused a diode pack from an old alternator. A set of bearings were suffice to support the center core.

Here is a link to the first “T Gen” design https://youtu.be/Q8ef4Xsd1XY

The video shows the T gen mounted in the back of the Aveo. Faraday's Paradox states this device has no chance of working but I didn't know that at the time. I built an auxiliary power unit to provide decent 3-phase power for the T gen. It was all fun to build and test these units.

I tested the unit and it did not work as far as rcf extraction goes. I built a second design building on this one but again Faraday's paradox pretty much stopped the progress on the device. It was fun to build and test forsure.

April 11, 2017, 18:16 I entered a number of ideas in to the “Next Einstein Contest”.

Here are a few ideas entered:

What if there was a way to harness electricity right from the clouds.

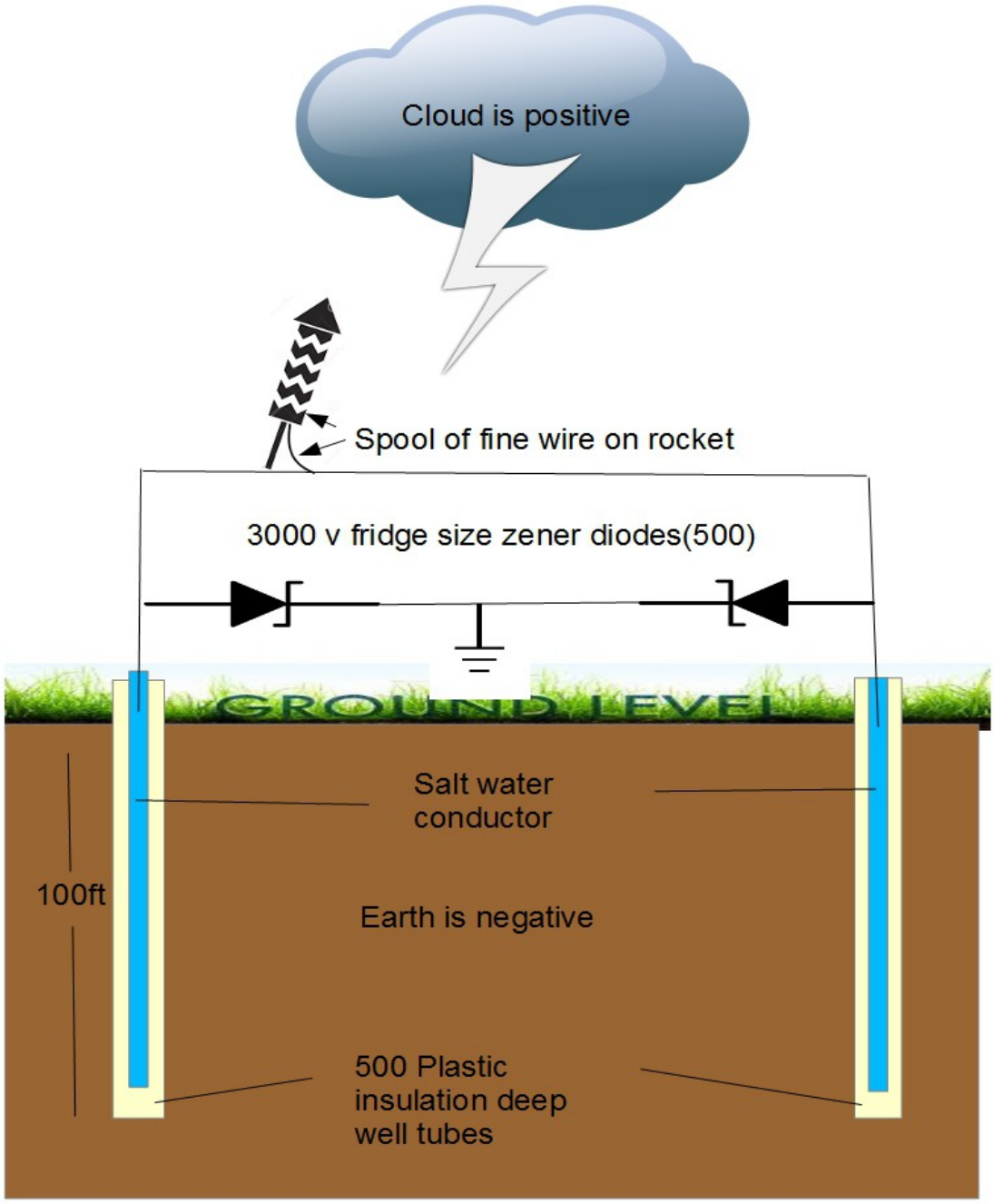


Fig 17

Lets say we drill 500 – 24 inch holes 100 ft deep spaced 20 ft apart, then push 100 ft long capped plastic tubes into them as we go. The fill them with salt water, sort of making a field of very large electrolythic capacitors. Then we connect a network of 500 - 3000v zener diodes. These diode would need to be huge. We wait until conditions are ripe with the clouds then fire a small rocket with fine gauge wire into the cloud pack. This would draw or trigger the lightning to our capacitor field. In theory they would all be charged with 3000vdc, the rest of the voltage bleeding to ground. We can then make a mechanical system of ladder resistors to extract the power when needed.

This idea finished me in the top 10 of ideas that first year I entered.

The next year I entered many more ideas.

What if there was a simple way to repair gas fracture damage.

What if we could heat by steam, heavy oil or pitch and pump the viscous fluid down into a frac well site. We could fill every nook and cranny of the previous damage. Maybe we could stop the toxic gases from escaping after the oil cools. Sort of like how they extract heavy oil from the ground but in reverse. We all know pitch was used by Noah to seal the ark and it was safe enough to protect his family and all of the animals at the deluge.

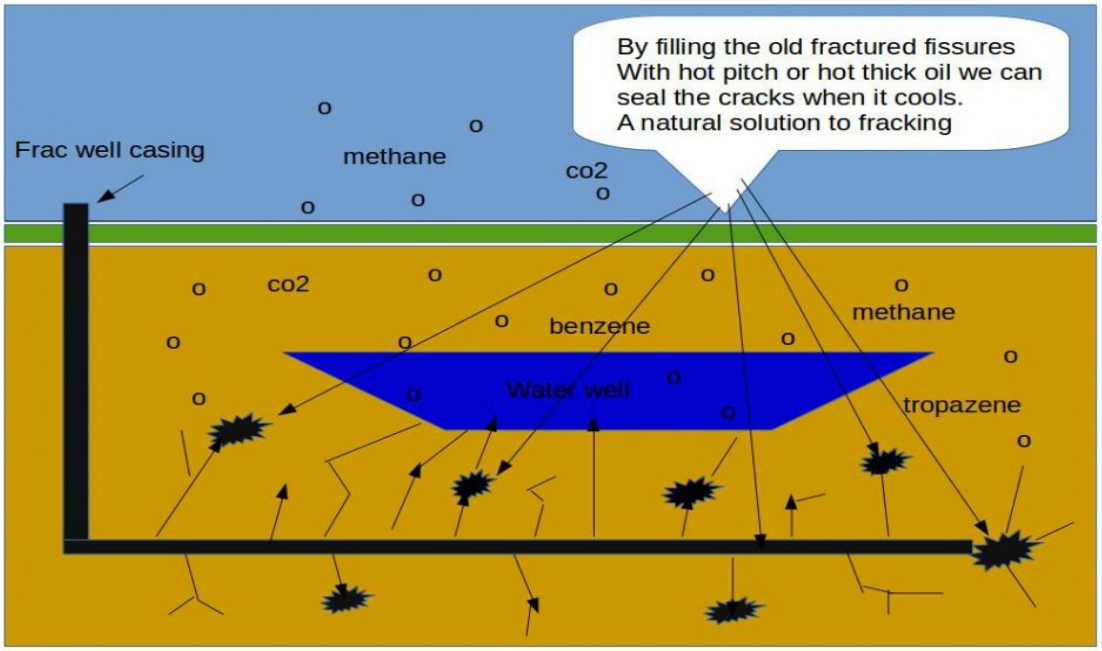


Fig 18

Thank you God for showing me such things. I know it's doable but not by myself. I also know your grace is sufficient.

The following idea was inspired from other ideas on the contest page.

What if we could make electricity by using compressed air.

Why cant we pump compressed air from the top of a barge supporting wheels of sorts. The wheel could have buckets or drums on it to be filled with air to move the wheel by buoyancy. Just a thought.

Although impractical, it is a look at an idea that would be fun to build and test. Much of the design could be made from recycled plastic and should be installed into a tank as not to damage or effect the environment in any way.

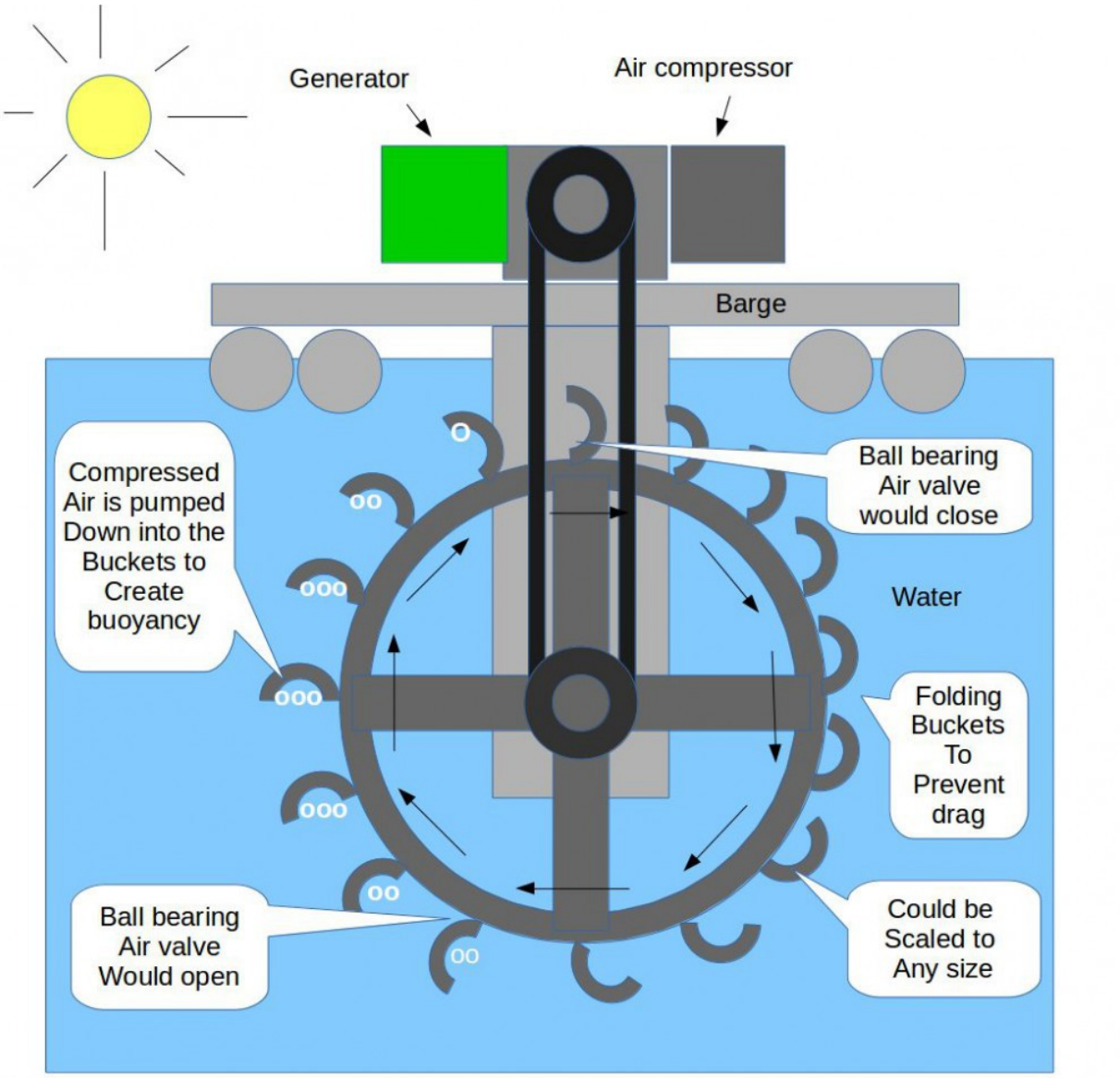

Generator
Air compressor
Barge
Compressed Air is pumped Down into the Buckets to Create buoyancy
Ball bearing Air valve would close
Water
Folding Buckets To Prevent drag
Could be Scaled to Any size
Ball bearing Air valve Would open

Fig 19

On July 07, 2017 I looked at performance curves for alternators. Basically stating that a modern alternator will not produce much usable power until it achieves 2000 rpm.

August 1, 2017 00:10 What if we could control the speed of the electron flow in a cct? Starting

out with 300,000 km/sec as the speed of light, but what if we change it to 22 meters/sec.

If we combine rcf with the slow moving free electron flow we would virtually be adding mass to the free electrons. They would be slowed down considerably. I don't know how to calculate that so I'll have to figure it out somehow.

I downloaded and studied a paper on mass, energy, the speed of light, but nothing was relative to rcf. This could open a new field in electrical theory. After all, who says electricity has to be light speed to do anything with it? Also, energizes the imagination regarding how current vs voltage vs ohms relationships go, with respect to the calculated speed of the newly rcf charged free electron.

September 19, 2017 23:05 Over the past month and a half I have worked on a new T gen design. I have looked at different speeds for electrons and how to generate this phenomenon.

The T gen design has been changed to a multi phase magnetic field. First we had three coils each one inside the other ones, As well as three sets of three coils to make it 3 phase. The basic operation is as follows: The outer and rotating inner coil field expands and contracts in sync. The inner one collapsing and outer one expanding. The secondary coil placed in the middle, would have these fields sweeping about them, as well as being 3-phase which should cover any gaps.

September 20, 2017 23:22 Today I put more of the T gen 2 design parts together. I may then dry fit them together. The center core and housing and mounts. Maybe tomorrow we can preassemble the entire unit."

I bought a damaged 2003 F-150 and installed a new MAP sensor, and the engine ran very well. I also got a damaged 2002 F-150 for parts. It sure was fun working on these projects.

Here are few videos of these projects:

Over all progress November 2017 https://youtu.be/hWcG-EIsveQ

I was able to build many parts at this time, rotary switches, timing advanced power take offs, and

head systems for the engine. This was a busy time which finished out 2017 on a high note. Building inventions is nothing without system integration, plus they give me so much inspiration to go on with the project. I have been able to figure the work arounds for most issues regarding getting a car or truck fully functional on an rcf system. Now to continue to search for the illusive rcf capture secret.

Mods for the T gen https://youtu.be/phRhQ0-csak

This was a brief look at the redesign of the T gen. I tried to use aluminum plates to isolate each phase from one another.

T gen APU impedance matching https://youtu.be/jUXjI6tgoeA

It was fun to build the transformers to match the APU to our T gen. It would have cost too much to have the stator of the alternator rewound at this point. I found it easier to make an additional set of transformers for the 150 milli ohm alternator winding. This way we keep the phase discrimination the same for each circuit.

APU, PTO alternator and T gen core. https://youtu.be/l9Djmsc-bS8

In this video we look at the 150 milli ohm transformers already installed. I test fit the PTO for the 4.2l V-6. A look at the brushes on an alternator and the core of the T gen.

T gen rebuild ready for testing https://youtu.be/NWV2j3OYLDw

In this video we see the T gen basic operation.

At this point in my research I was working on a 2003 F-150 and the 2002 which I tore down the engine top end.

January 09, 2018 16:23 The switch went together very well , I have preassembled the T Gen and it needs work. I have been thinking about a pulse core design and finished it. Then we should be able to push the free electrons around the loop and out the wire. We could then control the speed of the free electrons.

Here is a few videos of a 3.8l V-6 I modified to fit the parts that would be required to make it work, should we succeed with a working rcf generator.

3.8l teardown https://youtu.be/LIL_qrnvX64

April 06, 2018 Here I bought a 3.8l V-6 to fit rcf modified parts to the engine and I just tore the engine down.

3.8l rebuild complete https://youtu.be/7ZoFvIhZYr0

Here we rebuilt the 3.8l with parts from the 4.2l and new rcf compatible parts.

I am not going to show the new designs as I am still working with many ideas regarding them. I worked more on the T gen 2 and looked at other ways of using the free electron in a new way. I cannot find any reference material on any slow free electron flow machines. Every machine ever invented since Micheal Faraday's experiments, have been light speed for lack of a better term. I still have four more designs I would like to build and test.

The biggest problem we have is natural gravity. It is always striping away all that I am trying to capture. I looked at a V gen design and later moved over to a ZZ gen design. This spawned ideas for the machines I want to build today.

I was also looking at calculating velocity factors and heavy electrons.

July 29 2018 22:10 I am looking at cutting the conductor @ 60 degrees approx. so this gives us a different wire cross sectional gauge to look at. After some google searches I found a site that showed calculating elliptical area's.

Around this time I looked at the new ZZ gen device but it was counter productive to any electron flow. Most of these newer machines are not the best at creating conventional electricity but maybe that's whats needed to capture rcf.

While working on solutions I also paid attention to current events. The Star Metro news paper issued a cover page regarding the clean up efforts in Alberta with respect to orphan wells left by irresponsible oil companies. This is very upsetting and shows that we need a new energy system.

Chapter 10 **Epiphany and more ideas.**

On September 16th 2018. The Lord bestowed upon me the issue of the moons orbit being effected by climate change, all the displacement of the ice to water into the oceans. I attempted to calculate the difference in gravity that will effect the moons orbit over a 30 year period. This also based on 200 billion tons of sea ice melting each year into the oceans and becoming fluid mass as opposed to static ice mass.

September 16, 2018 200 x 30 yrs = 6 trillion tons of water added www.see-the-sea.org

The oceans account for 0.022% of the total weight of the earth weighing an estimated 1,450,000,000,000,000,000 short tons converted to metric tons 1,315,418,250,000,000,000 divided by 6,000,000,000,000 over 30 yrs = 219236.375 then I took the inverse of this number to give us 0.00000456%. I cannot confirm this number but I feel it proves the point.

With this number I estimate the gravitational differences over 30 yrs on the moons orbit due to climate change ice mass displacement is 4.56 micro newtons of gravity. Things are far worse as I found out later that the Ice caps lose 200 billion tons per year but glaciers lose 369 billion tons per year. Now whether my math is correct or not you have to agree that the effects of the minute gravity difference over the polar ice caps and glaciers there will be less pull from the earth as the moon passes over. As well with this excess being added to the fluid of the oceans, now its inverse square because the pull is increased over a larger area. It is a fluid now and this is why the moon will pull more to the earth at tides when it is over any ocean. Please google Tidal effects vs themoon for more info. All these differences cause the moons orbit to change somewhat and could over 30 yrs upset the delicate balance it has had until now. The changes to the moons orbit although minuscule are happening too fast for the moons mass to correct.

In 30 to 50 years we could see that this is a larger problem than climate change atmospheric

concerns. It makes me wonder if we have data regarding the moons trojectory orbit around the planet over the past 50 years to be able to map a course correction. In theory, if we had AG we could place a large volume of gravity shields onto the face of the moon and decrease the moons pull over the oceans and increase the moons pull over the poles to compensate. However, any deviation or errors we introduce could throw the moon right out of out planets useful zone possibly even causing the moon to collide with our planet.

Please calculate these numbers for yourself.

October 21, 2018 22:27 Over the past few days I have been thinking about capacitive designs for shielding gravity. Special modification of the new field coils for me to do the latest gen 5000 RCF build. The cap design I was going to to go with would be ceramic based until I found other super diaelectric materials exist. Calcium, copper and titanium $CaCu_3T_{14}O_{12}$ I sent a request to the engineer of the company.

The Inter Governmental Panel on Climate Change report was released in October of 2018.

Global warming of 1.5 degrees C.

https://www.ipcc.ch/reports

Although it was comprehensive and they had access to way more info than I do, bad is still bad. They spoke about the warnings of 1.5 above preindustrial global mean temperature. In this book we have been looking at solutions that could assist in repairing our planet and in 50 years 0.0 above pre-industrial GMT is theoretically attainable.

Please see another paper I found - Scientific assessment of Ozone depletion: 2018 https://www.esrl.noaa.gov/csd/assessments/ozone/2018/ It has a lot of relevant information.

Here are the following links to the RCF 5000 Genset retro fit. It sure was a lot of fun to put together even though it did not produce AG:

Here a few videos of the RCF 5000 tests as well as results:

RCF 5000 Genset https://youtu.be/jhZ9vE8jZDk

Here we look at winding the coils for the RCF generator. I called it an RCF 5000 generator because we are trying to power a 5000 watt gen set by pushing its piston. The piston diameter is very close in size to many piston I-4 and V-6 engines.

RCF 5000 Genset II https://youtu.be/e2k-n6whjQ0

October 30, 2018 This was testing done on the high voltage and low voltage coils from our generator. I was distracted making this video as my imagination was lite up with ideas to solve the puzzle based on the results we have seen and measured.

RCF 5000 Genset III https://youtu.be/LCHQSEDUeAI

November 12, 2018 We looked at design changes to the device to add more coils. It was a lot of fun to brain work everything and follow the ideas as they lead me along.

December 29, 2018 23:08 I have been working on the RCF 5000 generator for some time now. I am going with 48 coil x 8 each to pick up as much rcf as possible. Today I ordered a 48 bar commutator for the new configuration.

RCF 5000 Genset head assembly https://youtu.be/HEsJpnxti_M

January 11, 2019 Here we look at building the head assembly support piece for the new configuration. We had to cut and weld a bit to get it all together and it fit together well.

RCF 5000 Genset core https://youtu.be/89uA_V3HVEU

February 20, 2019 here we look at the Commutator installed on the coil support. This way we can remove only the dc component, with out using semi conductors.

I was able to build the device and it functioned very well as far as producing electricity but no AG was detected. I still have plans for the unit as it can be used in other ways which I cannot get into at this point of my research. I stepped back from the RCF 5000 design as I spent so much time on it and no results. After this design I looked at a Faraday disk well actually a Quad disk Faraday disk

March 19, 2019 23:10 I tested the RCF 5000 generator again with no results. So I have gone back to start on the Faraday Disk. I sent a quote request to Laser equations to see about a copper disk. I watched some youtube videos to see more about Faraday's Paradox. This explaining why the T gen didn't work. So what if we made a quad Faraday disk but with a twist. Most Faraday disks produce high current and low voltage. But if we can couple four of them together maybe see results.

Quad Faraday Disk https://youtu.be/u5-h7v4VLqk

May 05, 2019 I was able to test the Faraday Disk and no RCF or gravity extraction was acquired. The series voltage addition was successful. I was able to extract 12 milli vdc from each disk x 4 = 48 milli volts dc in total. I powered the shield many times and no gravity shielding. Then I powered a coil and nothing detectable.

I have a new idea or is it a step back? Its a variation on the ZZ gen base set up and testing it with the RCF 5000 genset.

I calculated the rcf component of the Faraday disk and quad disk but numbers are extremely low. I did prove the voltages can add when wired in series. The copper disks were isolated electrically from the axle.

May 5th 2019 I was working on a new device and would still like to continue work on it some day so I'm gonna be a bit secretive on the design. It is a culmination of many designs bits and pieces from three machines to make a new one.

I had to leave my garage that I was renting as lack of funding forced me to haul many of my designs to the dump but I was able to save some test designs and put them in storage.

On September 14, 2019 I started to modify another alternator design with a new approach, like nothing done before. I will work on it again when I have access to research facilities in the future. It will be a lesson in Faraday's Paradox.

March 10, 2023 I did prove that design and the result was that in order to generate electricity we need to move the conductor through a changing magnetic field. I am working on a new design. It is real low budget so we will see this summer when I get to test it.

Conclusion

I still have to disagree with many critics regarding the future of our energy systems and I still believe artificial gravity is the way to go.

I will make a video documentary of what I have done so far. I have approximately 350 Gig of MPEG4 video to choose from. I know I would lose faith from time to time but inspiration comes and goes but returns after I settle down for a while.

I hope to continue work on the designs I want to build and test. It has been by method of socratic reasoning, trial and error and procedure of faith that I am where I am at now with this project. I could not be here without going through all the designs I built and failed at. New ideas are constant and, even if they fail, it will be continued learning to build them as its brand new.

I would like to thank the Good Lord for showing me all these concepts and helping me along the way.

To Be Continued…